



Memorandum

Public Works

DATE: April 17, 2001
TO: Mayor and City Council
FROM: Glenn Kephart, Deputy Public Works Manager (350-8205)
THROUGH: Howard Hargis, Public Works Manager (350-8371)
SUBJECT: **Issue Review Session 4/26/01: US 60 Bicycle/Pedestrian Bridge Project**

Staff, Lance Decker, and citizen representatives will be present at the April 26, 2001 Issue Review Session to discuss and seek Mayor and Council direction for a proposed project to construct a bicycle/pedestrian bridge over US 60 at Country Club Way. The proposed bridge would connect the Bustoz School campus and Cole Park on the south side of US 60 with the Ward School Campus and Rotary Park on the north.

This project, which is included in the City of Tempe's most recent bicycle plan adopted by Council in 1995, is proposed to be constructed in conjunction with the Arizona Department of Transportation's (ADOT) US 60 design-build project. ADOT has committed to construct the portions of this bridge that fall within ADOT right-of-way for an estimated cost of \$750,000 to \$1,000,000. The City is responsible for constructing approaches and associated path amenities outside of the ADOT right-of-way for an estimated cost range of \$250,000 to \$1,000,000 (depending on the neighborhood's desired level of lighting, landscaping, and art treatments).

Public Involvement

A public meeting was held on October 25, 2000 to introduce the concept for this project. At that meeting many residents voiced concern about the project and questioned why it was needed. Staff conducted a follow-up public meeting on December 11, 2000 to begin discussing resident concerns in detail. It was agreed at the second meeting that a citizens ad-hoc committee would be formed to work through all identified issues and to resolve whether there would be a bicycle/pedestrian facility in this location. Sixteen residents from the one-mile project area and its environs signed up to participate in the committee process. Independent professional facilitation was agreed to by the residents and provided by Lance Decker. The citizens committee worked tirelessly through six evening meetings and a Saturday field trip to view other bicycle/pedestrian bridges in the Valley. They also conducted independent reviews of issues, including examination of alternative routes. In the end, the committee remained split as to whether the project should be built.

Project Issues

Staff worked with the citizens committee to investigate all expressed issues of concern and to identify factual responses to those concerns from a variety of authoritative sources. Listed below are the key issues of concern with a brief statement by staff about the findings and a reference to more detailed information included as part of this packet.

Crime. Some residents were concerned that a bicycle/pedestrian bridge might increase or encourage crime.

Findings: Based on City of Tempe Police Department data, an evaluation of the existing College Avenue bicycle/pedestrian bridge, Crime Prevention through Environmental Design (CPTED) principles, and national studies, staff concluded and the committee agreed that bridges of this type have not been shown to increase crime (Police Department report attached).

Noise: There was a perception among some residents that the proposed bridge may cause increased freeway noise impacts to immediately adjacent neighborhoods.

Findings: According to noise experts from the Federal Highway Administration (FHWA) and the noise consultant contracted to work with residents on US 60 noise issues, the proposed bridge would not cause an increase in noise that would be perceptible to the human ear.

Safety: Significant discussion and analysis centered around the safety of this structure as it relates to bicyclists and pedestrians.

Findings: Data indicates that accidents between automobiles and bicyclists or pedestrians overwhelmingly occur on arterial roadways and rarely occur in neighborhoods. Higher speed limits and traffic volumes are a factor in the number and type of accidents on arterial streets versus collector or residential streets. Since this bridge would provide the opportunity to travel a shorter distance through the neighborhood with opportunity to avoid arterials, staff concluded that construction of this facility would improve safety (see accident data attached).

Funding and Cost/Benefit: Will enough people use the bridge to warrant its capital cost, and are the ADOT funds transferable to another project?

Findings: It is difficult to predict the actual number of pedestrians and bicyclists who are likely to use this structure on a daily basis. The high school and elementary school districts provided information indicating the numbers of students who live south of the freeway and attend schools north of the freeway in the vicinity of Country Club Way. The bridge provides the opportunity for neighborhoods north and south of US 60 to share park facilities. The project would also complete a gap for a more than four-mile bicycle and pedestrian system along Country Club Way, with connections into the downtown Tempe/ASU area as well as other bicycle and pedestrian travelways (see attached map and school district information).

Alternative Routes: Are there alternatives for bicycle/pedestrian access across US 60 that make more sense?

Findings: Alternative locations were evaluated at alignments on Dorsey, McClintock and the Price Frontage Road. The Dorsey location is restricted because it would require the "taking" of residential properties. The McClintock location was not evaluated in detail, but was briefly identified by citizens as a street with high traffic volumes. An extensive evaluation was done to consider the Price Road option and it is staff's conclusion that this is not a feasible solution, based on cost/benefit, safety, and national/local design guidelines.

Path Interface with Parks: Citizens expressed concerns that a multi-use path through Rotary and Cole Parks would detract from attractiveness and usability of the parks.

Findings: The alignment and width of the paths would be based upon resident input and coordination with the Parks and Recreation Division. The path design process would seek to enhance and blend with existing park character through appropriate landscaping, art elements and lighting.

Other Significant Issues Discussed: Some citizens were concerned about intrusion from an increase of bicycle and pedestrian traffic into neighborhoods and parks; other citizens felt that increased bicycle/pedestrian traffic could act as additional "good eyes and ears" upon the neighborhood. Various citizens expressed concerns about aesthetic impacts of the bridge, but this issue was deferred until a decision was made about bridge construction. Ward School status and district plans for its use were also discussed.

Some residents opposed to the proposed bridge have circulated petitions (see attached petition page) representing 81% of the residents north of the bridge and 86% of the residents south of the bridge. It should be noted that the petition does not represent a statistically valid survey and that the petition contains some statements that were subsequently contradicted by materials reviewed by the committee. Petitions were also circulated by some proponents of the bridge (see attached cover sheet). Various position papers have also been submitted by individuals and groups on both sides of the issue (see attached Issue Map and appendices).

Additional Information

Construction of this project has been endorsed by the following citizen commissions with related responsibilities: Transportation Commission, Bicycle Advisory Committee, and the Parks and Recreation Board. In addition the Escalante, Colonia Del Sur II and Hudson Manor neighborhood associations have submitted letters of support. It is important to note that the neighborhood associations and citizen advisory groups supported the project while acknowledging and noting their concern about expressed resident opposition. In the end, those groups identified the project's benefit to the entire community as their overriding reason for support.

Staff Recommendation

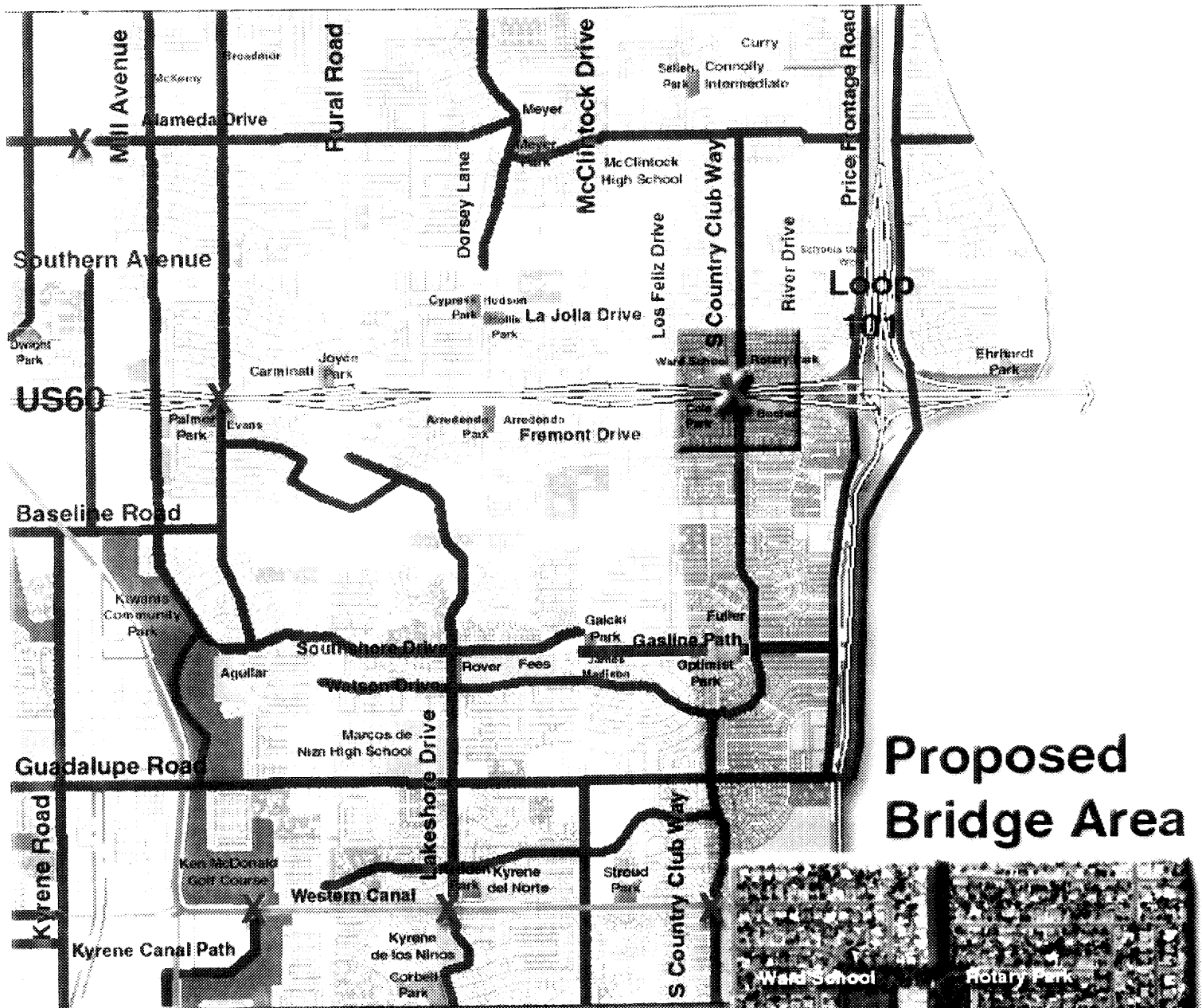
Staff wishes to thank the citizens who participated in the process as committee members, as well as those who provided information or observed meetings. Staff recognizes the value of the perspective represented by those who oppose this project, but recommends that the bridge be built. Construction of a bicycle/pedestrian facility across US 60 will be an enhancement to the City as a whole, and can be designed in such a way as to address identified neighborhood concerns. It is consistent with Council-adopted plans that recommend a facility in this location and with Comprehensive Transportation Plan goals to provide a choice of transportation alternatives. This project is a key component of completing the City's overall bicycle grid system and should enhance the safety of that system. Staff further recommends that design of the facility and its interface with the park be done through a neighborhood process, to assure that the final project is aesthetically pleasing to the local neighborhoods, meets their needs, and is an enhancement to the local parks and schools.

If you have any questions on this information please call me at extension 8205, Mary O'Connor at extension 8819 or Eric Iwersen at extension 8810.

Attachments: Project Map
Police Department Crime Data
Bicycle/Pedestrian Accident Data
Tempe School Districts' Data
Petition Cover Sheets
Issue Map prepared by L.L. Decker and Associates

Bicycle/Pedestrian Bridge Proposal

Country Club Way at Superstition Freeway (US60)

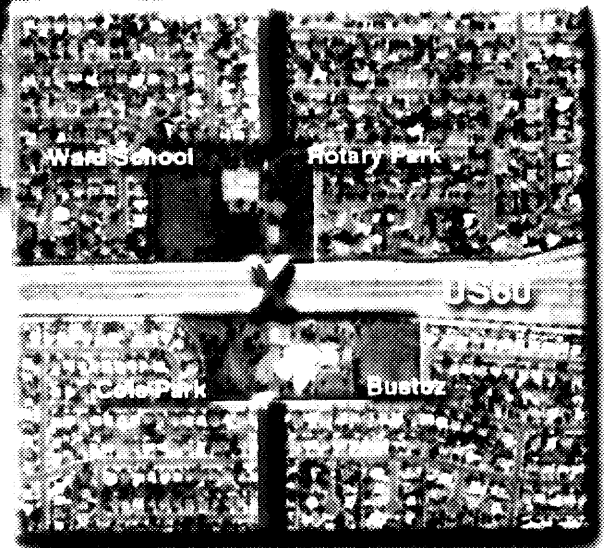


LEGEND



North

- | | | | |
|--|---------|--|---------------------|
| | Schools | | Pedestrian/Bikeways |
| | Parks | | Pedestrian Crossing |





CRIME ANALYSIS UNIT

TEMPE POLICE DEPARTMENT

TO: Country Club Way Footbridge Committee
FROM: Joel Plant, Crime Analyst
DATE: February 2, 2001
RE: Calls for Service and Reported Part I and II Crime Data

The following report is in response to a request for information regarding citizen-generated calls for service and reported Part I and II crime in the vicinity of the proposed Country Club Way footbridge. This information provides a uniform dataset for everyone to use as a resource during the discussions. Some basic analysis is also included here for the review of those involved.

Calls for service data range from January 1, 2000 through December 31, 2000 and crime data range from November 1, 1999 through October 31, 2000. Crime data is available only through October 2000 due to a quality control process performed by the police department that slightly delays our access to the data.

The information in this report is broken down in several ways:

- ◆ Calls for service data are provided for the College Avenue neighborhood that surrounds the existing footbridge in order to make a general comparison. This neighborhood is the area bordered by Southern Avenue, Baseline Road, Rural Road, and the Southern Pacific Railroad tracks. The police department also defines this neighborhood by Reporting Districts: Reporting Districts 1901 through 1907 comprise the north section while Reporting Districts 1908 through 1913 make up the south. Please note that we are unable to compare the current data to information collected prior to this bridge being built because no data is available for that period.
- ◆ Crime data are provided for the College Avenue neighborhood. Part I and II Uniform Crime Report crimes are included in this section and is separated by 'North' and 'South'.
- ◆ Calls for service data are provided for the Country Club Way neighborhood that would border the proposed footbridge. This neighborhood is the area bordered by Southern Avenue, Baseline Road, Price Road, and McClintock Drive. Reporting Districts 2101 through 2107 define the north section while Reporting Districts 2108-2115 make up the south.
- ◆ Calls for service data are also provided for a 'Condensed' Country Club Way neighborhood. The two Reporting Districts on either side of the Superstition Freeway that would be closest to the proposed footbridge are included: Reporting Districts 2105 and 2106 on the north, Reporting Districts 2109 and 2110 on the south.
- ◆ Crime data are provided for the Country Club Way neighborhoods described above (both the 'Full' neighborhood and the 'Condensed' version). Part I and Part II Uniform Crime Report crimes are included in these sections.

General Analysis of this information follows:

- ◆ When looking at the total number of citizen-generated calls for service in the College Avenue neighborhood, we see a very slight difference between the north and south areas: only 3.4%. Again, because the police department does not have comparable data from before the footbridge was built, no definitive conclusions can be drawn from this information besides the observation that the two areas are very similar with regards to the number of calls for police service being placed.
- ◆ The citizen-generated calls for service (CFS) in the 'Full' Country Club Way neighborhood area seems to be slightly more significant. When looking only at the total number of calls, a 17.6% difference is seen between the north and south. If we take a closer look, however, the actual difference is reduced.
 - ◆ The largest difference is seen in the 'Shoplifting Calls': the south had 2000% more shoplifting calls during 2000. All of the 21 shoplifting calls from the south neighborhood were received from the Target store at 1818 E Baseline Rd. If we remove those calls from the analysis, the difference becomes 15.5%.
 - ◆ When other potentially mitigating calls are removed from the analysis, the difference between the two areas decreases. If 'Shoplifting Calls', 'Found Property/Safekeeping Calls', 'Illegal Parking Calls', 'Stranded Motorist Calls' and 'Traffic Accident Calls' are removed, for example, the difference between the north and the south becomes 8.4%.
- ◆ When CFS data are examined for the 'Condensed' Country Club Way neighborhood, a 14.4% difference is seen. The largest contributors to this percentage are 'Criminal Damage Calls' and 'Stolen Vehicle Calls'. It should be noted that there is an actual difference of only 20 calls during calendar year 2000 between the north and south areas. Because of the relatively low number of calls from these 4 Reporting Districts, 20 calls become a significant factor.
- ◆ As Part I and Part II crime data are analyzed for the 'Full' Country Club Way neighborhood, we again see a rather large difference. Using the raw totals, we find 18.5% more reported Part I and II crimes in the south area. If we again remove the Shoplifting cases, the difference is reduced to 8.8%. If Shoplifting and Runaway cases are removed from the analysis, the difference is reduced further to 4.7%.
- ◆ Lastly, we turn to the Reported Part I and II crimes in the 'Condensed' Country Club Way neighborhood. Using only the total percentages, a 100% difference is seen between the north and south areas. The biggest contributors to this difference are 'Vandalism' (south had 7 more such cases) and 'Motor Vehicle Theft' (south had 5 more than north).

If you have any questions prior to the February 12, 2001 meeting, please feel free to contact me.

Thank you,
Joel Plant
Crime Analyst
Tempe Police Department
480-858-6249

COLLEGE AV NEIGHBORHOOD
CITIZEN GENERATED CALLS FOR SERVICE
JANUARY THROUGH DECEMBER 2000

'NORTH' INCLUDES REPORTING DISTRICTS 1901-1907; 'SOUTH' INCLUDES REPORTING
DISTRICTS 1908-1913

TYPE OF CALL	NORTH	SOUTH	TOTAL	% DIFFERENCE NORTH/SOUTH
911 HANGUP CALLS	116	139	255	19.8%
ABANDONED VEHICLE CALLS	16	21	37	31.3%
AGENCY ASSIST CALLS	81	76	157	-6.2%
ANIMAL CALLS	6	18	24	200.0%
ANNOYING/HARASSING PHONE CALL CALLS	8	5	13	-37.5%
ARSON CALLS	2	0	2	-100.0%
ASSAULT CALLS	25	37	62	48.0%
ASSAULT,DEADLY WEAPON CALLS	5	1	6	-80.0%
ATTEMPTED SUICIDE CALLS	12	13	25	8.3%
BARKING DOG CALLS	5	4	9	-20.0%
BOMB SCARE CALLS	1	1	2	0.0%
BURGLARY ALARM CALLS	253	286	539	13.0%
BURGLARY CALLS	65	56	121	-13.8%
CAR ALARM CALLS	4	7	11	75.0%
CAR JACKING CALLS	2	0	2	-100.0%
CHECK WELFARE CALLS	146	137	283	-6.2%
CHILD ABUSE CALLS	2	6	8	200.0%
CHILD LOCKED IN CAR CALLS	1	6	7	500.0%
CHILD NEGLECT CALLS	1	4	5	300.0%
CITY CODE VIOLATION CALLS	8	4	12	-50.0%
CIVIL STANDBY CALLS	36	40	76	11.1%
COURT ORDER VIOLATION CALLS	3	2	5	-33.3%
CRIMINAL DAMAGE CALLS	87	70	157	-19.5%
CRIMINAL INFORMATION CALLS	104	69	173	-33.7%
CUSTODIAL DISPUTE CALLS	1	2	3	100.0%
CUTTING CALLS	1	0	1	-100.0%
DEAD BODY/NATURAL CALLS	0	1	1	N/A
DEATH MESSAGE CALLS	0	1	1	N/A
DISORDERLY CONDUCT CALLS	4	1	5	-75.0%
DRUG RELATED CALLS	19	19	38	0.0%
DRUNK DISTURBING CALLS	14	7	21	-50.0%
DRUNK DRIVER CALLS	22	11	33	-50.0%
EMBEZZLEMENT CALLS	0	1	1	N/A
EMERGENCY MESSAGE CALLS	2	1	3	-50.0%
ENDANGERMENT/EXTORTION CALLS	1	1	2	0.0%
FAMILY FIGHT CALLS	91	73	164	-19.8%
FIGHT CALLS	50	22	72	-56.0%
FIRE FOLLOW UP CALLS	1	0	1	-100.0%
FORGERY & COUNTERFEITING CALLS	12	28	40	133.3%
FOUND NARCOTICS CALLS	1	0	1	-100.0%
FOUND PROPERTY/SAFEKEEPING CALLS	12	11	23	-8.3%
FOUND/RETURNED PERSON CALLS	10	6	16	-40.0%
FRAUD CALLS	5	3	8	-40.0%
ILL PERSON/OVERDOSE CALLS	3	1	4	-66.7%
ILL/INJURED PERSON CALLS	3	4	7	33.3%
ILLEGAL DUMPING CALLS	1	3	4	200.0%
ILLEGAL PARKING CALLS	33	77	110	133.3%
INCORRIGIBLE JUVENILE CALLS	33	37	70	12.1%

**COLLEGE AV NEIGHBORHOOD
CITIZEN GENERATED CALLS FOR SERVICE
JANUARY THROUGH DECEMBER 2000**

'NORTH' INCLUDES REPORTING DISTRICTS 1901-1907; 'SOUTH' INCLUDES REPORTING
DISTRICTS 1908-1913

INDECENT EXPOSURE CALLS	5	5	10	0.0%
LIQUOR LAW VIOLATION CALLS	1	0	1	-100.0%
LOSS REPORT CBAK CALLS	15	15	30	0.0%
LOUD MUSIC/NOISE/PARTY CALLS	154	162	316	5.2%
MISSING PERSON CALLS	41	31	72	-24.4%
MOLESTING CALLS	3	0	3	-100.0%
MOTORIST ASSIST CALLS	14	5	19	-64.3%
NEIGHBORHOOD DISPUTE CALLS	3	0	3	-100.0%
OFFICER NEEDS ASSIST CALLS	0	1	1	N/A
ORDER OF PROTECTION CALLS	8	5	13	-37.5%
PANIC ALARM CALLS	13	16	29	23.1%
PERSON DOWN CALLS	24	14	38	-41.7%
PHONE ALARM CALLS	0	1	1	N/A
PROWLER CALLS	4	2	6	-50.0%
RAPE CALLS	4	2	6	-50.0%
RECOVERED/FOUND PROPERTY CALLS	4	5	9	25.0%
RECOVERY OF STOLEN VEHICLE CALLS	8	9	17	12.5%
ROBBERY CALLS	14	7	21	-50.0%
SHOPLIFTING CALLS	8	8	16	0.0%
SHOTS FIRED CALLS	28	21	49	-25.0%
SOLICITING CALLS	2	2	4	0.0%
STOLEN BICYCLE CALLS	11	17	28	54.5%
STOLEN VEHICLE CALLS	78	79	157	1.3%
STRANDED MOTORIST CALLS	91	108	199	18.7%
SUBJECT DISTURBING CALLS	51	26	77	-49.0%
SUBJECT HARASSING CALLS	2	6	8	200.0%
SUBJECT THREATENING CALLS	1	0	1	-100.0%
SUBJECT WITH GUN CALLS	4	4	8	0.0%
SUBJECT WITH KNIFE CALLS	3	1	4	-66.7%
SUSPICIOUS ACTIVITY CALLS	225	183	408	-18.7%
THEFT CALLS	73	55	128	-24.7%
THEFT FROM PERSON CALLS	0	1	1	N/A
THEFT/BURGLARY FROM VEHICLE CALLS	164	184	348	12.2%
THREAT CALLS	24	25	49	4.2%
TRAFFIC ACCIDENT CALLS	225	261	486	16.0%
TRAFFIC CALLS	14	16	30	14.3%
TRAFFIC CONGESTION CALLS	2	1	3	-50.0%
TRAFFIC HAZARD CALLS	29	26	55	-10.3%
TRESPASSING CALLS	33	10	43	-69.7%
UNKNOWN TROUBLE CALLS	19	10	29	-47.4%
UNWANTED GUEST CALLS	42	25	67	-40.5%
VEH. DIST/RACING/SPEEDING CALLS	12	6	18	-50.0%
WATER MAIN BREAK CALLS	0	4	4	N/A
TOTAL	2764	2671	5435	-3.4%

**COLLEGE AV NEIGHBORHOOD
REPORTED PART I AND II CRIMES
NOVERMBER 1999 THROUGH OCTOBER 2000**

'NORTH' INCLUDES REPORTING DISTRICTS 1901-1907; 'SOUTH' INCLUDES REPORTING
DISTRICTS 1908-1913

TYPE OF CRIME	NORTH	SOUTH	TOTAL	% DIFFERENCE NORTH/SOUTH
RAPE/ATTEMPTED RAPE	4	3	7	-25.0%
ROBBERY	7	4	11	-42.9%
AGGRAVATED ASSAULT	11	6	17	-45.5%
SIMPLE ASSAULT	44	55	99	25.0%
RESIDENTIAL BURGLARY	21	23	44	9.5%
NON-RESIDENTIAL BURGLARY	21	16	37	-23.8%
THEFT	60	44	104	-26.7%
THEFT FROM VEHICLE	128	128	256	0.0%
BIKE THEFT	5	12	17	140.0%
SHOPLIFTING	9	10	19	11.1%
MOTOR VEHICLE THEFT	63	72	135	14.3%
ARSON	2	0	2	-100.0%
FORGERY, FRAUD, EMBEZZLEMENT	8	18	26	125.0%
VANDALISM	89	58	147	-34.8%
WEAPONS OFFENSES	1	1	2	0.0%
SEX OFFENSES	2	4	6	100.0%
DRUG OFFENSES	11	17	28	54.5%
CRIME AGAINST FAMILY	1	0	1	-100.0%
DUI	24	19	43	-20.8%
LIQUOR LAWS	0	3	3	N/A
DISORDERLY CONDUCT	13	15	28	15.4%
RUNAWAY	16	11	27	-31.3%
OTHER	33	35	68	6.1%
TOTAL	573	554	1127	-3.3%

**COUNTRY CLUB WAY NEIGHBORHOOD
CITIZEN GENERATED CALLS FOR SERVICE
JANUARY THROUGH DECEMBER 2000**

'NORTH' INCLUDES REPORTING DISTRICTS 2101-2107; 'SOUTH' INCLUDES REPORTING
DISTRICTS 2108-2115

TYPE OF CALL	NORTH	SOUTH	TOTAL	% DIFFERENCE NORTH/SOUTH
911 HANGUP CALLS	43	72	115	67.4%
ABANDONED VEHICLE CALLS	6	23	29	283.3%
AGENCY ASSIST CALLS	18	22	40	22.2%
ANIMAL CALLS	7	17	24	142.9%
ANNOYING/HARASSING PHONE CALL CALLS	3	4	7	33.3%
ASSAULT CALLS	7	8	15	14.3%
ATTEMPTED SUICIDE CALLS	3	8	11	166.7%
BARKING DOG CALLS	2	3	5	50.0%
BURGLARY ALARM CALLS	155	137	292	-11.6%
BURGLARY CALLS	28	28	56	0.0%
CAR ALARM CALLS	1	1	2	0.0%
CHECK WELFARE CALLS	56	62	118	10.7%
CHILD ABUSE CALLS	1	0	1	-100.0%
CHILD LOCKED IN CAR CALLS	0	2	2	N/A
CITY CODE VIOLATION CALLS	2	3	5	50.0%
CIVIL STANDBY CALLS	6	6	12	0.0%
CRIMINAL DAMAGE CALLS	41	38	79	-7.3%
CRIMINAL INFORMATION CALLS	25	37	62	48.0%
CUSTODIAL DISPUTE CALLS	1	2	3	100.0%
DEAD BODY/NATURAL CALLS	1	0	1	-100.0%
DEATH MESSAGE CALLS	0	1	1	N/A
DISORDERLY CONDUCT CALLS	1	2	3	100.0%
DROWNING CALLS	1	0	1	-100.0%
DRUG RELATED CALLS	8	2	10	-75.0%
DRUNK DISTURBING CALLS	4	1	5	-75.0%
DRUNK DRIVER CALLS	5	9	14	80.0%
EMERGENCY MESSAGE CALLS	1	3	4	200.0%
ENDANGERMENT/EXTORTI	1	0	1	-100.0%
FAMILY FIGHT CALLS	19	22	41	15.8%
FIGHT CALLS	9	8	17	-11.1%
FORGERY & COUNTERFEITING CALLS	5	7	12	40.0%
FOUND EXPLOSIVES CALLS	1	0	1	-100.0%
FOUND NARCOTICS CALLS	3	2	5	-33.3%
FOUND PROPERTY/SAFEKEEPING CALLS	5	14	19	180.0%
FOUND/RETURNED PERSON CALLS	0	7	7	N/A
FRAUD CALLS	1	3	4	200.0%
ILL PERSON/OVERDOSE CALLS	0	3	3	N/A
ILL/INJURED PERSON CALLS	5	2	7	-60.0%
ILLEGAL DUMPING CALLS	0	1	1	N/A
ILLEGAL PARKING CALLS	8	22	30	175.0%
INCORRIGIBLE JUVENILE CALLS	14	24	38	71.4%
INDECENT EXPOSURE CALLS	1	3	4	200.0%
LIQUOR LAW VIOLATION CALLS	0	2	2	N/A
LOSS REPORT CBAAK CALLS	3	5	8	66.7%
LOUD MUSIC/NOISE/PARTY CALLS	74	48	122	-35.1%
MISSING PERSON CALLS	8	20	28	150.0%
MOLESTING CALLS	2	0	2	-100.0%
MOTORIST ASSIST CALLS	4	8	12	100.0%

**COUNTRY CLUB WAY NEIGHBORHOOD
CITIZEN GENERATED CALLS FOR SERVICE
JANUARY THROUGH DECEMBER 2000**

'NORTH' INCLUDES REPORTING DISTRICTS 2101-2107; 'SOUTH' INCLUDES REPORTING
DISTRICTS 2108-2115

NEIGHBORHOOD DISPUTE CALLS	2	5	7	150.0%
ORDER OF PROTECTION CALLS	0	5	5	N/A
PANIC ALARM CALLS	17	11	28	-35.3%
PERSON DOWN CALLS	6	2	8	-66.7%
PROWLER CALLS	1	4	5	300.0%
RECOVERED/FOUND PROPERTY CALLS	2	0	2	-100.0%
RECOVERY OF STOLEN VEHICLE CALLS	3	8	11	166.7%
ROBBERY CALLS	10	8	18	-20.0%
SHOPLIFTING CALLS	1	21	22	2000.0%
SHOTS FIRED CALLS	6	9	15	50.0%
SOLICITING CALLS	2	1	3	-50.0%
STOLEN BICYCLE CALLS	3	0	3	-100.0%
STOLEN VEHICLE CALLS	22	32	54	45.5%
STRANDED MOTORIST CALLS	5	16	21	220.0%
SUBJECT DISTURBING CALLS	5	5	10	0.0%
SUBJECT WITH GUN CALLS	1	0	1	-100.0%
SUSPICIOUS ACTIVITY CALLS	89	86	175	-3.4%
THEFT CALLS	20	20	40	0.0%
THEFT FROM PERSON CALLS	0	1	1	N/A
THEFT/BURGLARY FROM VEHICLE CALLS	65	56	121	-13.8%
THREAT CALLS	4	10	14	150.0%
TRAFFIC ACCIDENT CALLS	40	76	116	90.0%
TRAFFIC CALLS	1	2	3	100.0%
TRAFFIC HAZARD CALLS	6	8	14	33.3%
TRESPASSING CALLS	5	1	6	-80.0%
UNKNOWN TROUBLE CALLS	9	5	14	-44.4%
UNWANTED GUEST CALLS	5	2	7	-60.0%
VEH. DIST/RACING/SPEEDING CALLS	5	1	6	-80.0%
TOTAL	924	1087	2011	17.6%

**CONDENSED COUNTRY CLUB WAY NEIGHBORHOOD
CITIZEN GENERATED CALLS FOR SERVICE
JANUARY THROUGH DECEMBER 2000**

'NORTH' INCLUDES RD's 2105-2106; 'SOUTH' INCLUDES RD's 2109-2110

TYPE OF CALL	NORTH	SOUTH	TOTAL	% DIFFERENCE NORTH/SOUTH
911 HANGUP CALLS	10	16	26	60.0%
ABANDONED VEHICLE CALLS	0	4	4	N/A
AGENCY ASSIST CALLS	0	1	1	N/A
ANIMAL CALLS	2	3	5	50.0%
ASSAULT CALLS	0	3	3	N/A
BURGLARY ALARM CALLS	23	17	40	-26.1%
BURGLARY CALLS	5	5	10	0.0%
CAR ALARM CALLS	0	1	1	N/A
CHECK WELFARE CALLS	7	10	17	42.9%
CITY CODE VIOLATION CALLS	1	0	1	-100.0%
CRIMINAL DAMAGE CALLS	3	13	16	333.3%
CRIMINAL INFORMATION CALLS	3	5	8	66.7%
CUSTODIAL DISPUTE CALLS	0	2	2	N/A
DISORDERLY CONDUCT CALLS	1	0	1	-100.0%
DRUG RELATED CALLS	4	1	5	-75.0%
DRUNK DRIVER CALLS	1	0	1	-100.0%
EMERGENCY MESSAGE CALLS	1	1	2	0.0%
FAMILY FIGHT CALLS	2	4	6	100.0%
FOUND PROPERTY/SAFEKEEPING CALLS	1	1	2	0.0%
ILL/INJURED PERSON CALLS	1	0	1	-100.0%
ILLEGAL PARKING CALLS	2	2	4	0.0%
INCORRIGIBLE JUVENILE CALLS	8	5	13	-37.5%
LOSS REPORT CB&K CALLS	1	0	1	-100.0%
LOUD MUSIC/NOISE/PARTY CALLS	18	16	34	-11.1%
MISSING PERSON CALLS	1	2	3	100.0%
MOTORIST ASSIST CALLS	3	0	3	-100.0%
NEIGHBORHOOD DISPUTE CALLS	0	1	1	N/A
ORDER OF PROTECTION CALLS	0	1	1	N/A
PANIC ALARM CALLS	3	0	3	-100.0%
RECOVERY OF STOLEN VEHICLE CALLS	0	4	4	N/A
ROBBERY CALLS	1	0	1	-100.0%
SHOTS FIRED CALLS	1	2	3	100.0%
SOLICITING CALLS	1	1	2	0.0%
STOLEN VEHICLE CALLS	3	9	12	200.0%
STRANDED MOTORIST CALLS	0	1	1	N/A
SUBJECT DISTURBING CALLS	1	0	1	-100.0%
SUSPICIOUS ACTIVITY CALLS	14	17	31	21.4%
THEFT CALLS	2	4	6	100.0%
THEFT/BURGLARY FROM VEHICLE CALLS	8	2	10	-75.0%
THREAT CALLS	2	1	3	-50.0%
TRAFFIC ACCIDENT CALLS	0	2	2	N/A
TRESPASSING CALLS	1	1	2	0.0%
UNKNOWN TROUBLE CALLS	1	0	1	-100.0%
UNWANTED GUEST CALLS	1	1	2	0.0%
VEH. DIST/RACING/SPEEDING CALLS	2	0	2	-100.0%
TOTAL	139	159	298	14.4%

COUNTRY CLUB WAY NEIGHBORHOODS
REPORTED PART I AND II CRIME
NOVEMBER, 1999 THROUGH OCTOBER, 2000
 SEE BELOW FOR REPORTING DISTRICT PARAMETERS

COUNTRY CLUB WAY NEIGHBORHOOD (N=2101-2107; S=2108-2115)

TYPE OF CRIME	NORTH	SOUTH	TOTAL	% DIFFERENCE NORTH/SOUTH
RAPE/ATTEMPTED RAPE	0	1	1	N/A
ROBBERY	3	1	4	-66.7%
AGGRAVATED ASSAULT	1	2	3	100.0%
SIMPLE ASSAULT	11	17	28	54.5%
RESIDENTIAL BURGLARY	11	10	21	-9.1%
NON-RESIDENTIAL BURGLARY	11	5	16	-54.5%
THEFT	20	16	36	-20.0%
THEFT FROM VEHICLE	46	43	89	-6.5%
BIKE THEFT	1	1	2	0.0%
SHOPLIFTING	2	21	23	950.0%
MOTOR VEHICLE THEFT	13	28	41	115.4%
ARSON	1	0	1	-100.0%
FORGERY, FRAUD, EMBEZZLEMENT	9	6	15	-33.3%
VANDALISM	42	32	74	-23.8%
WEAPONS OFFENSES	0	1	1	N/A
SEX OFFENSES	2	2	4	0.0%
DRUG OFFENSES	2	7	9	250.0%
DUI	8	10	18	25.0%
LIQUOR LAWS	1	0	1	-100.0%
DISORDERLY CONDUCT	2	6	8	200.0%
RUNAWAY	1	9	10	800.0%
OTHER	8	13	21	62.5%
TOTAL	195	231	426	18.5%

CONDENSED COUNTRY CLUB WAY NEIGHBORHOOD (N=2105, 2106; S=2109, 2110)

TYPE OF CRIME	NORTH	SOUTH	TOTAL	% DIFFERENCE NORTH/SOUTH
AGGRAVATED ASSAULT	0	1	1	N/A
SIMPLE ASSAULT	2	2	4	0.0%
RESIDENTIAL BURGLARY	4	6	10	50.0%
NON-RESIDENTIAL BURGLARY	0	1	1	N/A
THEFT	1	2	3	100.0%
THEFT FROM VEHICLE	5	2	7	-60.0%
MOTOR VEHICLE THEFT	2	7	9	250.0%
FORGERY, FRAUD, EMBEZZLEMENT	0	2	2	N/A
VANDALISM	3	10	13	233.3%
DUI	2	0	2	-100.0%
DISORDERLY CONDUCT	0	2	2	N/A
RUNAWAY	0	1	1	N/A
OTHER	0	2	2	N/A
TOTAL	19	38	57	100.0%

Nov 1, 1997 to Oct 31, 2000 all bicycle or pedestrian involved accidents.

City Wide

	<i>Total</i>	<i>Prop Damage</i>	<i>Injury</i>	<i>Fatal</i>
Bicycle accidents	695 (100%)	81 (11.7%)	612 (88.1%)	2 (0.3%)
Pedestrian accidents	207 (100%)	3 (1.4%)	196 (94.7%)	8 (3.7%)

Area bounded by Southern Av. on the north, Baseline Rd. on the south, McClintock Dr. on the west and Price Rd. on the east.

	<i>Total</i>	<i>Prop Damage</i>	<i>Injury</i>	<i>Fatal</i>
Bicycle accidents	33 (100%)	6 (18.2%)	27 (81.2%)	0 (0.0%)
Pedestrian accidents	9 (100%)	0 (0.0%)	8 (88.9%)	1 (11.1%)

Speed Limits:

McClintock Dr. from Baseline Rd to Southern Av.	45 MPH
Price Rd from Baseline Rd to Southern Av.	45 MPH
Baseline Rd from McClintock Dr. to Price Rd	45 MPH
Southern Av. from McClintock Dr. to Price Rd	45 MPH

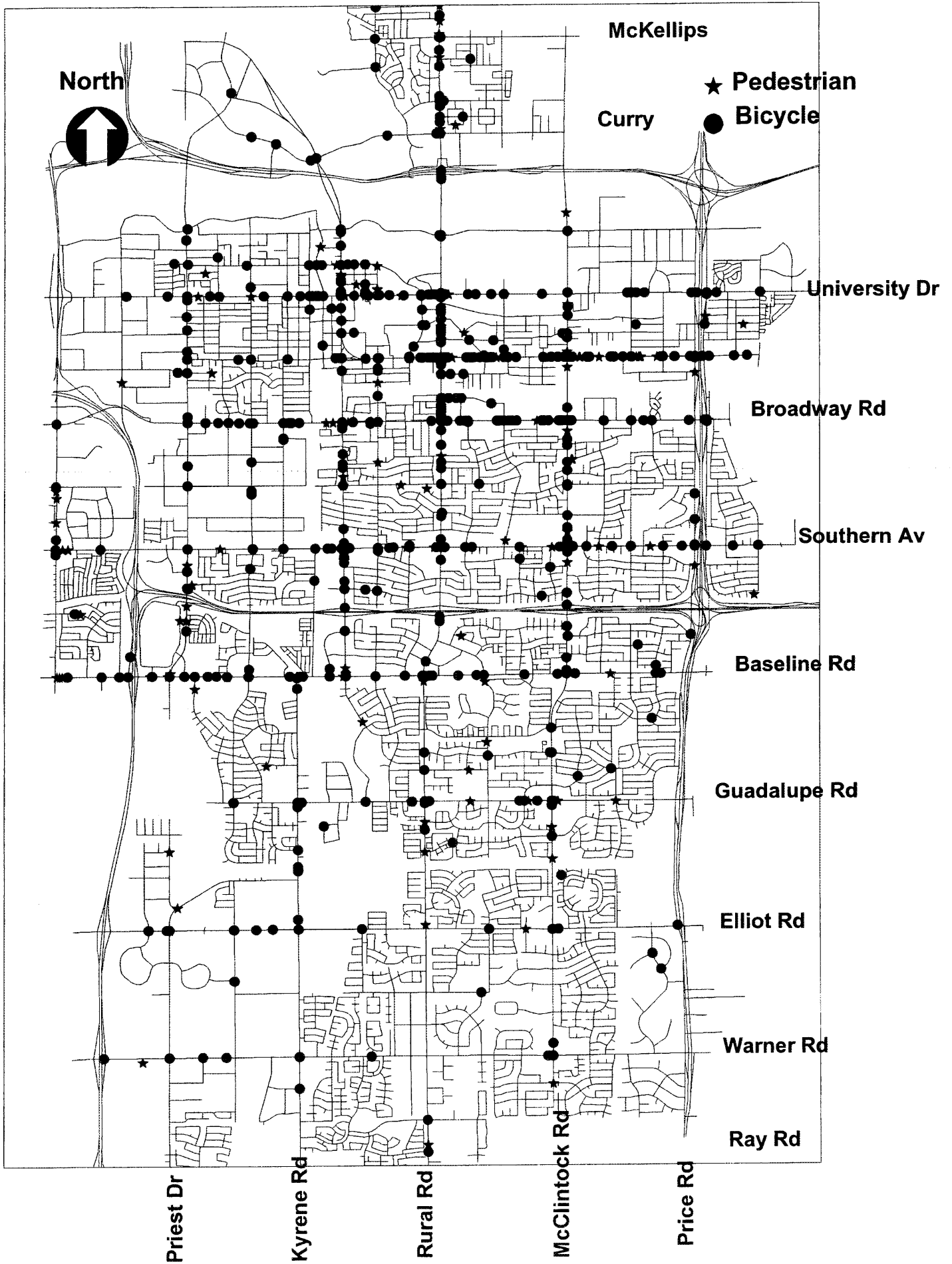
Country Club Wy from Baseline Rd to Southern Av.	25 MPH
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Traffic Volumes:

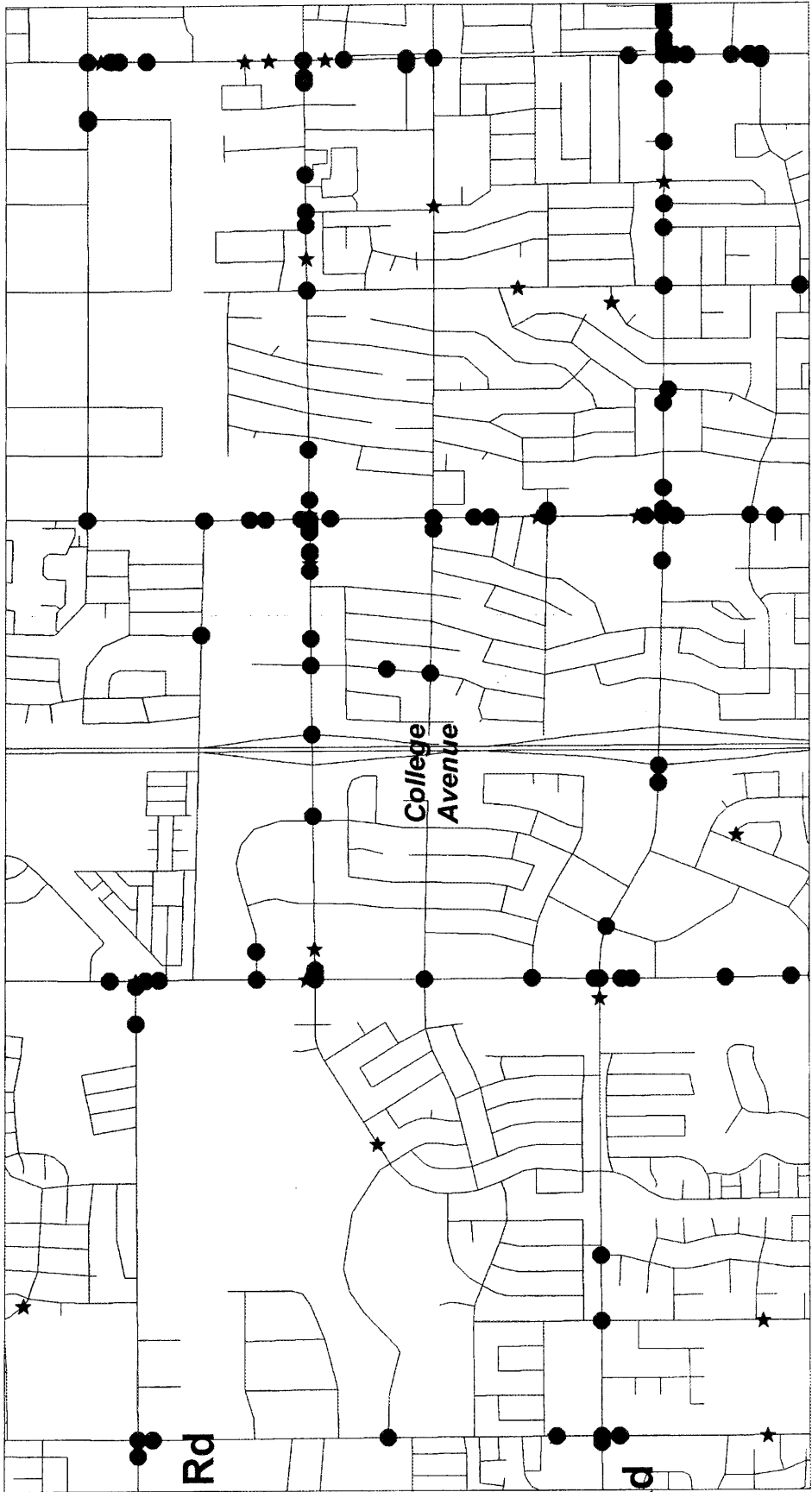
McClintock Dr. from Baseline Rd to U 60	52,513	02/12/00
McClintock Dr. from U 60 to Southern Av.	45,589	04/26/00
Price Rd from Baseline Rd to U 60	38,288	09/29/98
Price Rd from U 60 to Southern Av.	38,309	09/29/98
Baseline Rd from McClintock Dr. to Price Rd	32,347	04/26/00
Southern Av. from McClintock Dr. to Price Rd	33,951	04/26/00

Country Club Wy from Baseline Rd to Southern Av.	1058	03/01/84
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Bicycle & Pedestrian Accidents 11/01/97 to 10/31/00



Bicycle & Pedestrian Accidents 11/01/97 to 10/31/00



Broadway Rd

- ★ Pedestrian
- Bicycle

Southern Av

Baseline Rd

North



Guadalupe Rd

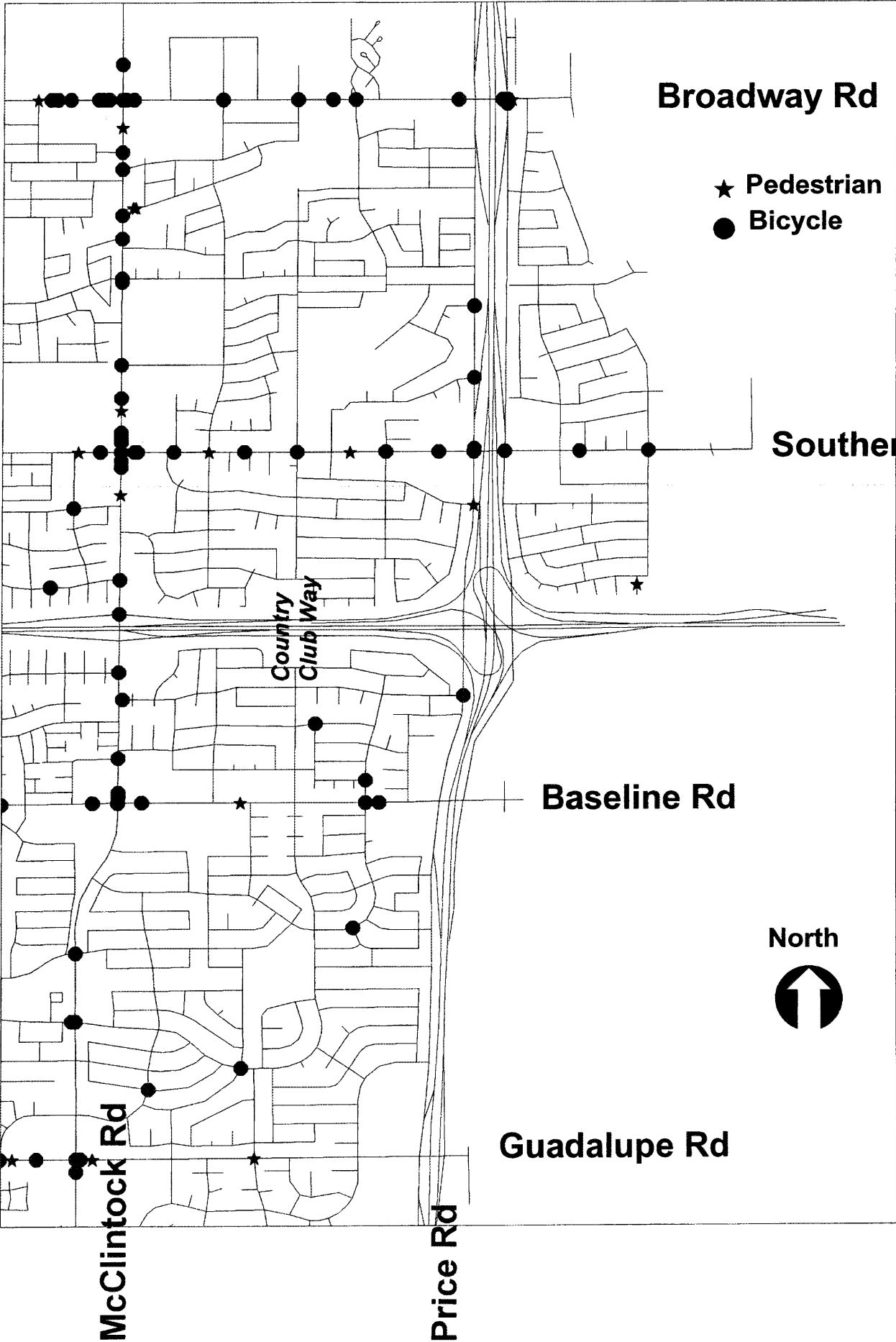
Kyrene Rd

Mill Av

Rural Rd

College Avenue

Bicycle & Pedestrian Accidents 11/01/97 to 10/31/00



School District Information

Number of McClintock High School students living south of US 60:

- Between McClintock and Price: 85 (24 freshmen, 18 sophomores, 18 juniors, 25 seniors)
- Between McClintock and Rural: 112 (32 freshmen, 33 sophomores, 23 juniors, 24 seniors)

Total number of students living south of US 60 attending McClintock High School north of US60: 197

How many of these students have bus service: 0

Number of Connolly Middle School students living south of US 60:

- Between McClintock and Price, north of Baseline: 82
- Between McClintock and Price, south of Baseline: 3

Total number of students living south of US60 attending Connolly Middle School north of US 60: 85

Elementary school children are discouraged by the school district to cross any arterial (major) street. The district will bus them, even if they live across the street from the school, so that there is no arterial street crossings by the children.

Number of students living in north of US 60 attending Curry: 61

These students are eligible to attend Bustoz, and would be enabled to attend school without crossing an arterial street if the bridge was in place.

①

- 1 Tempe has provided no justification or need for this bridge even though the neighborhood has requested this information.
- 2 Tempe has provided no information regarding current use of the existing College Street Bridge which will cost \$1 to 2 million to upgrade to ADA standards.
- 3 Tempe does not enforce illegal use of College Street Bridge i.e. no skateboard or rollerblade use, walking of bicycles etc.
- 4 Tempe has provided no information as to annual cost of electricity, liabilities, and maintenance of bridge for graffiti, cleaning, and repairs, etc.
- 5 Tempe did not pay for this park land. It was donated by the Rotary Club for a NEIGHBORHOOD PARK.
- 6 ADA Standards may discourage use of bridge by bicycle riders due to switch bank type design.
- 7 Proposed 12 foot wide sidewalk and fencing will take substantial amount of land area now being used for SMALL NEIGHBORHOOD PARK.
- 8 The \$2.2 Million dollar cost to taxpayers can be better spent on hiring police officers, helping under privileged children, school building repairs or teacher pay raises.
- 9 Increase in noise level (already above acceptable ADOT level) due to penetration of the sound wall on both sides of U.S. 60.
- 10 Unknown potential issues of security to children and adults in NEIGHBORHOOD PARK due to increased traffic through area.
- 11 Additional unattractive cyclone fencing and lighting will detract from current aesthetics and fences will capture trash and debris.
- 12 Country Club Way is 40 feet wide. College Street is 60 feet wide and has better street lighting.
- 13 The bridge will defeat Tempe's 30 year policy of NEIGHBORHOOD PARK for NEIGHBORHOOD USE.
- 14 The NEIGHBORHOOD SUPPORTS a bike path using Price Frontage Road sidewalks which will result in considerable savings of public funds.

Signature	First and Last Name Printed	Residence Address (Street & Number)	Date Signed
<i>Jerry Melberg</i>	JERRY MELBERG	1952 E. LAGUNA	12-6-6
<i>Ed. Humies</i>	ED. HUMIES	1922 E. LAGUNA	12-6-
<i>Cheryl McNab</i>	CHERYL McNAB	1916 E. LAGUNA	12-6
<i>Betsy Mitchell</i>	Betsy Mitchell	1910 E. Laguna	12-6
<i>Dominik Gensert</i>	Dominik Gensert	1903 E. Laguna Drive	12-6
<i>Juley A. Fohlman</i>	Juley A. Fohlman	1909 E. Laguna Dr.	12-6-60
<i>Scott Smith</i>	Scott Smith	1921 E. LAGUNA TR	12-6
<i>Janet Gould</i>	JANET Gould	1947 E. Laguna Dr.	12-6
<i>Mary DB Foster</i>	MARY DB FOSTER	1939 E. LAGUNA DR	12-6
<i>David Seavs</i>	David Seavs	1983 E. Laguna Dr.	12-6-60
<i>Irene A. Seavs</i>	Irene A. Seavs	1983 E. Laguna Dr.	12-6-60

Signatures witnessed by:

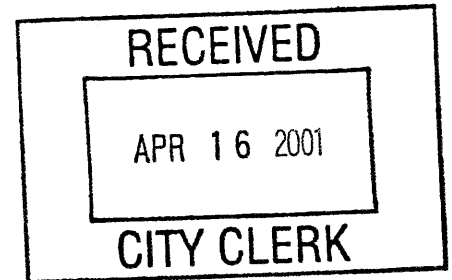
<i>Rosemary Carney</i>	ROSEMARY CARNEY	1927 E. Hermosa Dr Tempe	12-5-60
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Multi-modal Advocacy

P.O. Box 7155 Tempe, AZ 85281

April 16, 2001

Mayor and City Council Members
City of Tempe
P.O. Box 5002
31 E. Fifth Street
Tempe, AZ 85280



Dear Mayor and City Council Members:

Enclosed with this letter you will find copies of 227 signatures in support of investment into multi-modal infrastructure including bicycle and pedestrian bridges. The petition supports a vision for the Valley's multi-modal infrastructure. Signers were verbally told that their signature would be used immediately in support of a bridge over the US-60 at Country Club Way (and they were told that the neighborhood to the north was in opposition). By signing, they were supporting a specific bridge. But more importantly, they were supporting the underlying reason that our community needs such a bridge.

The petition is titled "Petition to Support Multi-Modal Infrastructure (including bicycle and pedestrian bridges)" The petition states "Our community needs an inter-linked system of safe pedestrian and bike routes to ensure our continued quality of life. Like freeways for cars, bike and pedestrian routes depend on connectivity over barriers such as freeways, canals and railroads. While our community strives to make all streets safe for multiple modes of travel, we acknowledge that arterial streets are not appropriate for all levels of bike riders due to the high traffic speeds and volumes, and the documented adverse safety impacts that they bring. Therefore, the ½ mile streets' ability to provide for a connected network of routes for bikes and pedestrians is critical, and opportunities to provide connectivity should be actively pursued as they arise.

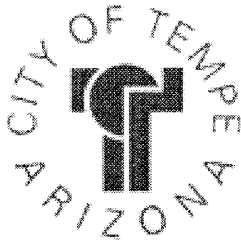
Your support for bicycle and pedestrian travel has been an important factor in bringing Tempe to its current leadership role in planning for and providing multi-modal facilities. This is evidenced in the many miles of facilities enjoyed by citizens and the 1995 bicycle plan that is currently being updated. Thank you for your vision, your support, and your leadership.

The US 60 bridge is a critical link in the network, and ADOT's work on that segment of the freeway has provided a timely opportunity to make an important link in Tempe's bicycle facilities. Thank you for your careful consideration of the matter, and please cast your vote in support of this important segment of the City's bicycle/pedestrian infrastructure.

Sincerely,

Gretchen Reinhardt
Member, Multi-modal Advocacy

Our community needs an inter-linked system of safe pedestrian and bike routes to ensure our continued quality of life.



Issue Map

Country Club Way & US 60

Bicycle/Pedestrian Bridge Project Proposal

APRIL 26, 2001

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Summary by: Lance Decker & Carrie Cohill

EXECUTIVE SUMMARY

The City of Tempe announced a proposal to build a pedestrian bridge over the US 60 at the Country Club Way alignment. The Country Club Way Pedestrian Bridge was identified in the 1995 Bicycle Facilities Plan Update and is in concert with the Tempe General Plan 2020, both approved by the Tempe City Council.

In an effort to address concerns raised by the community regarding this project, the City of Tempe working with LL DECKER & ASSOCIATES, INC. facilitated a series of public meetings, and a physical tour of similar projects in other parts of the Valley. All meetings were open to the public.

Fifteen of the 16 committee members lived in the one-square mile project area between Southern Avenue and Baseline Road (north & south boundaries), and McClintock Drive and Price Road (west & east boundaries). Committee membership was open to anyone in the project area.

The committee identified and reviewed the issues surrounding the proposed bridge, and noted that there were common issues raised by most of those participating in the meetings. Those issues were:

- | | |
|---|-------------------------|
| 1. Aesthetics (Bridge Design) | 6. Need |
| 2. Alternative Routes | 7. Neighborhood Traffic |
| 3. Crime | 8. Noise |
| 4. Funding/Cost | 9. Park Impacts |
| 5. Linkage (Bike/Pedestrian,
Neighborhoods, Parks) | 10. Safety |
| | 11. Schools |

The group did extensive research and study. The committee became polarized, and as such, no consensus to build the bridge at this location was achieved.

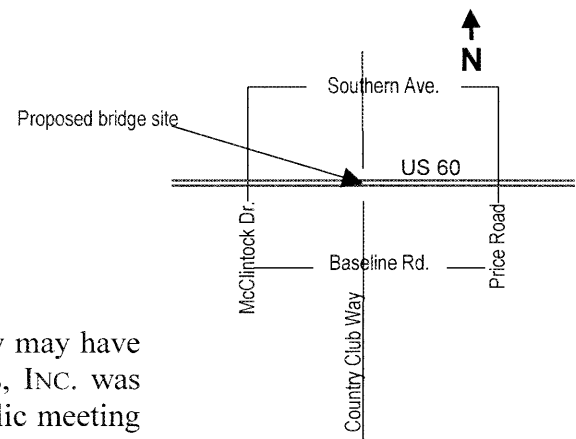
The committee did not reach consensus on whether to support or oppose building a pedestrian bridge over the US 60 at Country Club Way. There were strong feelings on both sides.

Opposition to the project was primarily focused on the neighborhood intrusion and what they believed to be a safe viable alternative. Support for the bridge primarily focused on safe, direct access across US 60.

The committee members agreed to disagree.

BACKGROUND

The City of Tempe announced a proposal to build a pedestrian bridge over the US 60 at the Country Club Way alignment. (See diagram, right.) The Country Club Way Pedestrian Bridge was identified in the 1995 Bicycle Facilities Plan Update and is in concert with the Tempe General Plan 2020, both approved by the Tempe City Council.



In an effort to address any concerns the community may have regarding this project, LL DECKER & ASSOCIATES, INC. was contracted by the City of Tempe to facilitate a public meeting held on December 11, 2000; six committee meetings held on January 24, February 12, February 21, March 7, March 21, and March 28, 2001; and, a physical tour conducted on February 3. All meetings were held at Bustoz Elementary School cafeteria and were open to the public. Prior to LL DECKER & ASSOCIATES, INC.'s involvement, an initial public meeting was held on October 25, 2000.

Fifteen of the 16 committee members lived in the one-square mile project area between Southern Avenue and Baseline Road (north & south boundaries) and McClintock Drive and Price Road (west & east boundaries). The remaining member lived in the area just south of Baseline. There was no controlling of who served as a committee member. Members volunteered at the December 11th public meeting or contacted the City to volunteer. Committee membership was open to anyone in the project area.



December 11, 2000 • City of Tempe Public Meeting
Country Club Way & US 60
Bicycle/Pedestrian Bridge Project Proposal

This document summarizes the issues identified and the common themes provided by those who participated in the public and committee meetings. Appendix A provides the specific information on each issue, to include polarity statements with illustrative comments, recommendations, and research findings regarding the respective issues. Appendix B contains the names of all participants at the meetings and physical tour between December 2000 and March 2001.

PURPOSE & APPROACH

Our purpose is to identify the critical issues and concerns with the project and seek to address them. These concerns have been defined and described by public officials, organization representatives, and community members.

ISSUES

The community has discussed the following issues most frequently during the public and committee meetings and physical tour held between December 2000 and March 2001:

Country Club Way & US 60 • Bicycle/Pedestrian Bridge Project Proposal

AREAS OF CONTENTION

- | | |
|--|-------------------------|
| 1. Aesthetics (Bridge Design) | 6. Need |
| 2. Alternative Routes | 7. Neighborhood Traffic |
| 3. Crime | 8. Noise |
| 4. Funding/Cost | 9. Park Impacts |
| 5. Linkage (Bike/Pedestrian, Neighborhoods, Parks) | 10. Safety |
| | 11. Schools |

These issues should be of primary concern to the City of Tempe and the Tempe City Council in future decision-making regarding this project. (Appendix A provides a detailed description of the issues as well as polarity statements with illustrative comments, participant suggestions, and research findings. Appendix B provides a list of committee directions and recommendations to be followed if the proposed bridge is built.)

The group did extensive research and study. Those committee members opposed to the concept stated their reason was because they do not want another entrance into their neighborhood.

Below is a summary of the agreement on each of the 11 areas of concern. For more detailed information the reader may look in the multiple appendices.

Topic	Discovery
1. Aesthetics (Bridge Design)	<ul style="list-style-type: none"> ▪ Neighborhoods want to ensure minimal visual impact. ▪ Appropriate integration in parks and neighborhoods. ▪ Ensure that bridge design minimizes line of sight from bridge into private homes and yards.

Topic	Discovery
1. Aesthetics (Bridge Design) (Cont.)	<ul style="list-style-type: none"> ▪ Must achieve a much greater integration, aesthetics, and cleanliness than the College Ave. bridge.
2. Alternative Routes	<ul style="list-style-type: none"> ▪ Three alternatives were proposed. No agreement was achieved on proposed alternatives.
3. Crime	<ul style="list-style-type: none"> ▪ Crime analysis statistics indicate that crime does not increase with bicycle/pedestrian bridge. ▪ Statistics also indicate that both neighborhoods north & south of freeway show very similar crime patterns. ▪ CPTED (Crime Prevention Through Environmental Design) rep stated that legitimate activities discourage crime. ▪ Bridge presents opportunities for “good eyes” onto the neighborhood. ▪ A neglected bridge brings in “bad eyes” into the neighborhood.
4. Funding/Cost	<ul style="list-style-type: none"> ▪ If ADOT funding is not used for the bridge at this location, city would have to reapproach ADOT for consideration for other locations. Otherwise, ADOT funding goes back into freeway monies. ▪ It’s our understanding ADOT will enter into an Inter-governmental Agreement (IGA) to fund bridge structure between right of ways and the City will cover all remaining costs.
5. Linkage (Bike/Pedestrian, Neighborhoods, Parks)	<ul style="list-style-type: none"> ▪ Links City’s bicycle system, completes portion of bicycle plan, links two schools and two parks to neighborhoods through a non-arterial corridor.
6. Need	<ul style="list-style-type: none"> ▪ Moving people, not cars to decrease congestion and pollution. ▪ Provides safe non-arterial routes for students across US 60. ▪ Providing safe alternatives to the automobile travel. ▪ P&R community-wide survey results identified bicycle/pedestrian pathways to parks as a top priority.
7. Neighborhood Traffic	<ul style="list-style-type: none"> ▪ Neighborhood bicycle/pedestrian traffic will increase. ▪ May discourage automobile travel.
8. Noise	<ul style="list-style-type: none"> ▪ No one wants increased noise. ▪ Noise differentials associated with bridge structure are undetectable by the human ear (ADOT).
9. Park Impacts	<ul style="list-style-type: none"> ▪ Concern about too much park space being eaten up by bridge and landings. ▪ These parks are small and well utilized by neighbors. ▪ These are City designated neighborhood parks.
10. Safety	<ul style="list-style-type: none"> ▪ Residential streets and non-motorized areas are safer than arterial streets.

Topic	Discovery
10. Safety (Cont.)	<ul style="list-style-type: none"> Traffic data indicates majority of bicycle/pedestrian accidents occurs along arterial streets. Concern about negative activity on bridges. Children able to access their schools and friends with safer alternative than arterial streets.
11. Schools	<ul style="list-style-type: none"> Students currently live south of freeway & attend schools north of freeway along Country Club Way. Both school districts support safer bicycle/pedestrian routes to school. Elementary School District would consider providing easement for portion of bridge landing if necessary. Agreed that bicycling for high school students is not cool. Walking is the preferred alternative. McClintock High School students currently do not have school provided transportation.

KEY PARTICIPANTS

Below are the key participants that served as committee members and the key staff members who work for the City of Tempe. (The entire list of participants who attended meetings and the physical tour between December 2000 and March 2001 are listed in Appendix C.)

Committee Members:

1. John Estes
2. Mike Franjevic
3. Arnold Frautnick
4. Brian Gillespie
5. Bil Haas
6. Robert Herz
7. Tom Howell (Carol Howell)*
8. Nancy Jones (Chandra Chithaluru)*
9. Jim Knorr
10. Tim McFadden
11. Keith Morgan
12. James Sando
13. Rick Schuster (Linda Schuster)*
14. Shelly Tunis
15. Dave Wells (Rochelle Wells)*
16. Walt Whittard

City of Tempe Staff:

Eric Iwersen, Transit
 Glenn Kephart, Deputy P.W. Manager
 Amanda Nelson, Transit
 Mary O'Connor, Transit Manager
 Elizabeth Thomas, Transit
 Shauna Warner, Neighborhood Programs

Consultants:

Carrie Cohill
 Lance Decker

* Alternate committee member. The City of Tempe Community Involvement Design document states that "Neighborhood representation is limited to one person per household or family at each meeting (members may alternate)."

APPENDIX A

Participant comments resulted in potential issues, which were categorized into eleven major groups. Polarity statements, suggestions¹, and research findings follow for each of these major groups.

1. AESTHETICS (BRIDGE DESIGN)

Aesthetics Perspectives	
<ul style="list-style-type: none"> • In a world (and city) dominated by autocentric construction, an artist designed pedestrian bridge is beautiful. • Bridges are beautiful for walking and neighborhood unity and camaraderie. • Bridges fit in with the character of the neighborhoods. 	<ul style="list-style-type: none"> • The bridge would potentially create an “eyesore.” Typically, this kind of construction is a target for graffiti – costly to remove. • Additional lighting and cyclone fencing would be unattractive. • Anything that sticks up higher than the sound retention wall, including fly-over ramps is not an attractive amenity.

Suggestions:

- Integrate neighborhood character in the bridge design, by including a reputable artist/historian on the design team.
- Landscaping should primarily blend in with existing foliage. New foliage should not afford a hideaway for perpetrators.
- “Regarding the design of the bridge and ramping system, ADOT and City of Tempe representatives ensured <assured> the committee that the design process would be thorough and attentive to detail. The result will be a pedestrian/bicycle bridge that is safe and user-friendly, aesthetically appropriate, and generally noiseless. The bridge will also conform to the latest Americans with Disabilities Act (ADA) standards. If the City Council approves building the bridge, and design commences, I recommend that the committee reconvene at the 30% plan.”

Research Findings:

Roger Austin, from Crime Prevention through Environmental Design (CPTED):

- **Graffiti:** Roger stated that newer bridges have less graffiti than older bridges. They have been designed with crime prevention in mind, (e.g., special coatings).
- **Landscaping:** Ground cover and short plants would go in or near the pedestrian areas. Trees are desired for shade and do not contribute to crime. If there were a drop off where people could hide, this area would be landscaped with cactus,

¹ The items listed under the heading “Suggestions” are taken from participant comments made during the meetings and physical tour held from December 2000 through March 2001.

bougainvillea or some other prickly barrier plant to keep people out and away from hiding areas.

Eric Iwersen, Transit City Staff:

- **Bridge Design:** There will be extensive neighborhood involvement to determine what would be happening with the bridge treatment and design.

2. ALTERNATIVE ROUTES

Alternative Routes Perspectives	
<ul style="list-style-type: none"> • Dorsey Lane alignment would afford uninterrupted neighborhood travel from Baseline Road northward across US 60 and Southern Avenue. • Price Frontage Road alternative would prevent the need for a bridge across US 60. • Malibu/Fremont alternative would eliminate the need for a bridge across US 60. 	<ul style="list-style-type: none"> • Dorsey Lane alternative would require taking people's homes. • I travel Price Road often ... and I don't feel safe. The excessive speed of vehicular traffic is especially bothersome, probably reaching 60 mph at times on frontage roads. • Malibu/Fremont alternative would necessitate building additional miles of bike paths at \$1.2-\$1.6 million per mile.

Suggestions:

Subcommittee #3 (John Estes, Arnold Frautnick, Brian Gillespie, Robert Herz, Jim Knorr, Tim McFadden, Keith Morgan, Jim Sando, Rick Schuster, Dave Wells, and Walt Whittard) spent numerous hours researching alternatives to the proposed Bicycle/Pedestrian Bridge Project at Country Club Way & US 60. Their alternative suggestions are below.

- Dorsey Lane alignment from Baseline Road northward across US 60 and Southern Avenue, and north beyond Broadway Road. A Broadway Road and Apache Boulevard linkage could be established.
- Price Frontage Road alternative would run from Southern Avenue to Baseline Road along Price Road.
- Malibu/Fremont alternative would start on Country Club Way. At Southern Ave. go east on Malibu to Price Road, then south to Fremont, then west, back to Country Club Way and south to Baseline Road.

Research Findings:

Rafael Rodriguez, City of Tempe Traffic Engineer

- **Price Frontage Road Alternative:** Rafael Rodriguez handed out a 2-page document displaying the federally mandated sign placement on shared-use paths and the existing and proposed road sections along Price Road and US 60. There must be a clearance of 3 feet on both sides of a multi-use path (as shown in Figure

9B-1, MUTCD-2000), wherever a traffic sign should be posted, because at this point there is no design for this route, there is no way of telling where the traffic signs will be needed. Also lateral clearances for the longitudinal barriers have to be observed. Due to those facts, two of the three existing bridges over the US-60 are not wide enough to accommodate the proposed multi-use path.

Reed Kempton, Bicycle/Multi-Modal Planner, Maricopa County Department of Transportation

- **Price Frontage Road Alternative:** Reed Kempton gave a presentation on bicycle safety. Most accidents (shown on map as dots for bicycles) are on arterial streets. Statistics have shown that a bike or multi-use pathway adjacent to a roadway is very dangerous.

Mary O'Connor, Transit Manager:

- **Dorsey Lane Alternative:** This alternative would require taking people's home. It presents different issues than having a bike path near your neighborhood. The Dorsey Lane alternative does not have the public park and school connections that Country Club Way has.
- **Malibu/Freemont Alternative:** The cost of lighting, landscaping and bike paths costs \$1.2-\$1.6 million per mile. This proposed alternative would be a costly project without the benefits of safety of being off the high-speed street.

3. CRIME

Crime Perspectives	
<ul style="list-style-type: none"> • I commute to ASU and have crossed the College Ave bridge hundreds of times at all times of the day (as late as midnight). I have never seen a security concern even though I'm especially aware at night of potential crime. • More foot traffic and bicycle traffic will increase safety and reduce crime by putting more "eyes on the street." • People who steal car stereos don't escape on foot – there is no logical connection between crime and a pedestrian bridge. 	<ul style="list-style-type: none"> • The increased traffic would create the potential for more crime – vagrants are already a problem in the park. • There are currently: Priest, Kyrene, Mill, College Bridge, Rural, McClintock and Price that traverse US 60 – within 6 miles. Why add another thoroughfare for criminal element? • More access into the neighborhood; brings more people into the neighborhood and compromises security for neighborhood residents.

Suggestions:

- If the bridge proposal is accepted, have the bridge built with a gate that can be locked when the park closes at night.

Research Findings:

Subcommittee #1 (Tim McFadden, Nancy Jones and Keith Morgan):

- **Crime Data:** Subcommittee #1 discovered that when crime data was broken down by the project areas eight districts, it was similar to the data broken down by larger beat. Also, there wasn't a large difference in the crime data reported by month on either side of the freeway over a year's time.

Tempe Police Department reps: Joel Plant, from Crime Analysis, Roger Austin, from Crime Prevention through Environmental Design (CPTED), and Sergeant Angel Carbajal:

- **Crime Rates:** The Police Department representatives do not anticipate seeing a change in crime rate on either side due to a bridge being built. Past data has shown that the crime rate remains very similar before and after a bridge has been built. In some instances the *crime has actually decreased* due to community involvement and sense of pride for the neighborhood and through people accessing the bridge for activities that support the local businesses and neighborhoods.
- **Access to Neighborhoods:** Roger Austin said that while access to neighborhoods would be increased because of a bridge, the results have shown that the neighborhoods can actually become *safer as a result*. This is because the bridge can put more "good eyes" into the neighborhood. Closing off access to the neighborhood at certain hours (e.g., via a locked fence) can be taken too far resulting in isolation of a neighborhood and having a tendency for the criminal element to rise. Criminals tend to prefer an isolated neighborhood. The Police Department is not in a position to enforce access gates.
- **Motorized Vehicles:** Angel Carbajal stated that unless there is a sign posted prohibiting motorized vehicles, such as skate boards or mopeds, there is nothing in the statute that prohibits their use on bridges. If there is a posting, and a citizen calls in to complain, a police unit will try to catch them. Parents can be cited for their children's behavior.

4. FUNDING/COST

Funding/Cost Perspectives	
<ul style="list-style-type: none"> • If the bridge can save just one person's life then it has been well worth the costs. Consider the value of the bridge years from now. As people learn of its existence, it will be utilized more and more. • ADOT incurs the construction cost within its right-of-way, which will be around one million dollars. 	<ul style="list-style-type: none"> • Do not see a need to spend 2 million dollars for a footbridge to cross a freeway that has been in place for 20 years. • Is there any Tempe <studies> (or other cities) that show property values decrease with pedestrian bridges? • Is it cost effective to build the bridge to the amount of supposed users?

Funding/Cost Perspectives	
<ul style="list-style-type: none"> Is it cost effective to build the bridge to the amount of supposed users? ... At every bridge, she saw people walking, riding their bikes or running across the bridge during the 8 a.m.-12 noon Saturday tour time. 	

Suggestions:

- Why can't we use this ADOT money on making McClintock and/or Price a safe bicycle path?

Research Findings:

Arizona Department of Transportation (ADOT) reps: Floyd Roehrich, Dan Lance, and Joe Salazar:

- ADOT will pay for the approximate 300-foot span of bridge and minimal landscaping. (Estimated cost is \$1-\$1.5 million, excluding enhancement paths and art elements. Eric Iwersen has been successful at writing grants to acquire additional federal moneys for the costs not covered by ADOT. The City of Tempe will pay for lighting, additional landscaping, paths and art elements. After the conception stage, the exact layout with a cost estimate will be completed and folded into ADOT's plans, through an Inter-Governmental Agreement (IGA) between ADOT and the City.
- If the proposed bridge is not built at Country Club Way and US 60, the money allocated to cover the costs of that bridge will be used for other transportation projects. If there is another location desired, we will need to go to the ADOT director and talk and ask her to revisit the commitment they made. The funding was tied to this location at Country Club Way.
- The Dreamy Draw Bridge cost \$1,089,233 and was built of concrete and painted steel in 1992. The Highland Avenue Bridge, south of Camelback Road cost between \$500,000 and \$700,000 and was built by the City of Phoenix in the late 80's or early 90's.
- The City of Tempe takes over the responsibility of maintenance after the bridge is built.
- ADOT is responsible for structural repairs to the bridge. The City of Tempe is responsible for maintenance such as graffiti removal, landscaping, and sweeping.
- The design and building of the bridge will be done by the same contracted group that ADOT will use for the widening. The City will work with the neighborhood on design specifics.
- In response to Rick Schuster's request for written documentation of ADOT's commitment to constructing and funding the proposed bridge, ADOT representative, Floyd Roehrich, said the agreement for ADOT to construct and fund the bridge was a verbal agreement between the City and ADOT director Mary

Peters. (So, therefore, there is no written documentation.) However, Floyd reiterated that ADOT has said at numerous public meetings that ADOT is committed to constructing and funding the project.

5. LINKAGE (BIKE/PEDESTRIAN, NEIGHBORHOODS, PARKS)

Linkage Perspectives	
<ul style="list-style-type: none"> • Freeways are barriers to bikes and pedestrians – so are arterial streets. This bridge allows safe passage. • The Mitchell Park neighborhood supports linkages across Tempe to reduce auto use. This bridge will reduce auto travel to our neighborhood near ASU by fostering alternative travel modes. • If you haven't done so recently, pull out your map of the City of Tempe's bike network....All that is missing is the crossing over US-60.... Our neighborhood needs access to our junior and senior high schools, and this is the logical alignment. 	<ul style="list-style-type: none"> • I live in Bradley Estates. One reason we shopped for a home in that exact neighborhood is because it is tucked away, little known, and very "residential." The fact that <u>any</u> bridge connects our neighborhood with another neighborhood and "invites" more people into our streets is against what we need or want. • Regardless of when or who the tenant is at Ward School, the bridge will provide an avenue for less desirables to move back and forth. • No need to connect the two neighborhoods – (Have been separated by Hwy 60 for 25 years)

Suggestions:

- None.

Research Findings:

Roger Millar, from OTAK, (engineer and planner):

- **Citywide Bike/Ped Plan:** Roger Millar has been hired by the City of Tempe to prepare transportation guidelines. He has been asked to look at existing conditions and how will the needs change over the next 25 years citywide. The City doesn't have an up-to-date bike or pedestrian plan. The auto will always be the predominant mode of transportation. The objective is to take some people off the road by providing alternatives and thereby easing the congestion. You may not think that one kid using a bridge will make much of a difference, but that is one less car on the road, whether he is driving, or his parents. You can start riding a bike at very young ages - don't have to be 16. Objective is to give the people in the neighborhoods a way to get to other neighborhoods, schools, parks, churches, etc. using a bike/pedestrian path.
- **Linkage:** Roger Millar said that the key piece of the placement of the proposed bridge at Country Club Way and US 60 is that it connects a whole section of

community together. A committee member asked if it might be more effective to have the bridge placed another part of the city. Roger thinks there should be appropriate bicycle facilities on all roads and envisions a twenty-year plan that includes several more bridges throughout Tempe linking communities. Ideally, if your city streets are 1 mile apart you should have bike routes for every mile. Roger also supports Reed Kempton's data that placing multi-use paths next to roads is unsafe.

- **Landlocked:** There is no way to build outside of the City street grid. As soon as you add a lane, it will be full with cars. The community will continue to grow. The challenge is how to move more people without adding roads. The committee members need to focus on the quality of life. Bike/ pedestrian facilities get people out of their cars, making it less congested for those who must use their cars.

Mel Kessler, Parks & Recreation Commissioner:

- **Linkage:** Mel Kessler said studies and surveys have been conducted to gather information regarding the wants of Tempe citizens. There was a significant desire to link the parks with bike paths.

6. NEED

Need Perspectives	
<ul style="list-style-type: none"> • We need alternative modes of transportation due to the increase in population and motor traffic on our streets. • We have created an impassable concrete river in US 60. It is communally beneficial to create non-motorized thoroughways to cross this barrier. Last year's (1999) extensive studies throughout Tempe identified Parks, Recreation and Neighborhood links as primary needs/desires of taxpayers. Especially to decrease dependence on motor vehicles. • ...It knits communities together over these freeway structures which, I feel, fragment our contemporary communities. 	<ul style="list-style-type: none"> • I have lived in this neighborhood for over 22 years. I am not for this bridge. I see no need for it. • Why a footbridge/bicycle bridge? I have heard no groundswell for such a bridge from the public... Where is the statistical data to support the need for such a bridge? • Aren't McClintock and Price Roads adequate to get to Baseline?

Suggestions:

- Other alternatives to the proposed bridge have been suggested and are detailed under "2. Alternative Routes."

Research Findings:

- There is a strong need for the Country Club Way Bridge.
 - Roger Millar, from OTAK, has discussed needs detailed under “5. Linkage....”
 - Other needs are discussed under “10. Safety” and “11. Schools.”

7. NEIGHBORHOOD TRAFFIC

Neighborhood Traffic Perspectives	
<ul style="list-style-type: none"> • For people who do walk and ride their bike, this is an opportunity to leave their car at home, thereby reducing traffic. • A pedestrian/bike bridge does not cause increased traffic. • Please keep the proposed bicycle/pedestrian access in! Every bike is 1 less car... 	<ul style="list-style-type: none"> • The increased traffic would create the potential for more crime – vagrants are already a problem in the park. • Both neighborhoods have minimal number of entrances and exits for traffic – add a bridge – you add more traffic. • Country Club Way is narrow – much more so than College. How do we park on the street, walk and put up with additional traffic? It isn't feasible.

Suggestions:

- None.

Research Findings:

- City of Tempe Transportation Department statistics and trends indicate that any increase in neighborhood traffic caused by the bridge would be negligible. Also, there would not be a sufficient increase in traffic to cause any safety concerns. Country Club Way is a “signed” bicycle route, and without incident involving vehicles bicycles.

Eric Iwersen, Transit City Staff:

- **Striping/Widening:** There are no plans to change Country Club Way between Southern and Baseline.

A consensus was reached by the committee - regardless of what happens, the City should not widen Country Club Way.

8. NOISE

Noise Perspectives	
<ul style="list-style-type: none"> • Bikes and pedestrians reduce noise. They don't increase noise. 	<ul style="list-style-type: none"> • The bridge is not going to do you any good. All it does is make more noise, and lets people ride their bikes over the

Noise Perspectives	
<ul style="list-style-type: none"> • The pedestrian bridge will reduce air and noise pollution. • Bicycles are quiet. 	<p>traffic. It stinks!</p> <ul style="list-style-type: none"> • This would create a noisier neighborhood. The breach in the freeway wall would allow the noise to invade the neighborhood. We already have too much noise with the wall intact. • Kids use the bridge at night as a place to party.

Suggestions:

- None.

Research Findings:

Floyd Roehrich, ADOT:

- **Reflected Noise:** Floyd Roehrich, ADOT, said there was a 3-decibel increase, which is less than what the human ear can pick up. This question will be addressed by, Makeba Pease, the City's Noise Consultant in a future report as part of her analysis.

Mike Franjevic, Committee Member (in recommendation paper):

- **Reflected Noise:** ADOT and City of Tempe representatives assured the committee that there would not be an increase in noise levels. They indicated that this could be accomplished using "state-of-the-art" design and noise absorption materials.

Sergeant Angel Carbajal, Tempe Police Department

- **Noise from Children:** A committee member asked about complaints regarding noise on the bridge as a result of children partying late at night. Angel said he has not heard that noise has been an issue.

9. PARK IMPACTS

Park Impacts Perspectives	
<ul style="list-style-type: none"> • I want the ability for kids to play at both parks. • I use Rotary Park with my grandchild now and have used the park with my sons when it was first built. • Last year's (1999) extensive studies throughout Tempe identified parks, recreation and neighborhood links as primary needs/desires of taxpayers. 	<ul style="list-style-type: none"> • Do not want our small neighborhood park to be dissected by bike paths. • Will the basketball court in Rotary Park (Ward School) be eliminated? • It seems clear that Rotary Park basketball and sand areas will either be eliminated or significantly altered. Loss of these facilities is unacceptable.

Suggestions:

- Change from irrigation to sprinklers in the parks.
- Make all facilities in the park ADA accessible.
- Offer different activities in each park, e.g., basketball, volleyball.

Research Findings:

Mark Richwine, City Parks & Recreation Department:

- **Rotary Park:** A committee member asked if the basketball court would be replaced in Rotary Park. Mark Richwine said the design element in the parks would be at the City's discretion. The City would make it a public process whereby neighborhood members could participate through serving on a committee.
- **Park Improvements:** Mark Richwine said there has been \$650K requested, separate from the construction costs of the bridge, to cover costs for enhancements to both parks based on what neighborhood residents would like to see done. So far, he has heard they would like sprinklers installed. With flood irrigation, residents are not able to use the park during certain periods. In addition, handicapped, accessible areas are desired so mobility-challenged people can access all of the facilities in the park.
- **Safety:** No restrooms are proposed for either park. Restrooms are locked up at night by City Parks & Recreation staff. Mark Richwine's staff works till 1 a.m. seven nights a week. Lights come on at dusk and stay on till midnight. Ball fields have intense lighting and are turned off earlier, around 10:30 p.m. Transportation staff should be involved in determining whether or not there would be closure of the proposed bridge at night.
- **People Using Bridge After Park is Closed:** Mark knows of no citations being given for using the park or pedestrian bridge after curfew at the College Avenue pedestrian bridge. The bridge facility has been there for 30 years and the park has been there nearly as long.

10. SAFETY

Safety Perspectives	
<ul style="list-style-type: none"> • The bridge provides a safe, traffic free link between currently divided neighborhoods. This provides a safe route for children and adults to travel to Bustoz School and the rest of the community. 	<ul style="list-style-type: none"> • All the middle school/high school students south of Freeway are bused – how is riding a bike safer than this? • All the people who want the bridge to ride and support are Men and Boys – not many women.

Safety Perspectives	
<ul style="list-style-type: none"> The traffic speed is much higher on Price compared with Country Club Way. Despite the number of driveways, traffic speed is of <concern>. ...Traffic goes 50 mph and it is too fast. Do you want your children/grand-children traveling on a busy street to cross the freeway? 	<ul style="list-style-type: none"> Southern Avenue and McClintock are both very unsafe streets for bicycles. They are not good bicycle safe streets for kids or adults. How will this bridge alone increase safety?

Suggestions:

- Would it be possible to close the bridge between late and early hours (midnight to 6 a.m.) for safety?

Research Findings:

Dave Walker, Transportation City staff:

- Bicycle/Pedestrian Accidents Rates:** Dave Walker, City staff, presented data handout on bicycle/pedestrian accidents citywide from November 1, 1997 to October 31, 2000. Historically over the past 18 years the City has run “wrong way” accidents between a bicyclist travelling against traffic and a vehicle. The largest concentration has been around ASU. Most accidents (shown on map as dots for bicycles and stars for pedestrians) have been on arterial streets. There have been 695 bicycle accidents in the last three years in Tempe, with only 2 fatalities. 38% of the accidents involved children 18 or younger. Committee members received a photocopy of his presentation. Dave commented that his data showed the majority of bicycle/pedestrian accidents occurred on arterial streets.

Subcommittee #2 (Shelly Tunis, Jim Knorr, Dave Wells, and Brian Gillespie):

- Bicycle/Pedestrian Accident Rates:** Subcommittee #2 member Jim Knorr added that based on census numbers and Tempe Traffic Engineering bicycle and pedestrian accident data, the accident rates of the areas surrounding the pedestrian bridges at College Avenue and Country Club Way are the same. In individual arterials, McClintock Road has a higher pedestrian/bicycle accident rate than does Rural and Mill between Baseline and Southern. Price Road, between those same east-west roads has a much lower accident rate due to its restricted access and decrease in traffic density from being offloaded by the 101 freeway.

11. SCHOOLS

Schools Perspectives	
<ul style="list-style-type: none"> Bridge will allow more flexibility to Tempe Schools. 	<ul style="list-style-type: none"> I am opposed to the bridge because of the attractive nuisance to the children in schools on each side of the bridge.

Schools Perspectives	
<ul style="list-style-type: none"> Children would be able to walk/ride to school, instead of needing a bus. Could better participate in after school activities (junior/high school) as well as walk to grade school. This will give children in the Ward neighborhood the opportunity to attend Bustoz School. 	<ul style="list-style-type: none"> Ward School will probably be K-3rd grade. These children do not need a bridge to get to school. This bridge is for high school students – how many ride their bikes from that neighborhood to the south? I don't know many high school students who ride bikes!

Suggestions:

- None.

Research Findings:

Subcommittee #2 (Shelly Tunis, Jim Knorr, Dave Wells, and Brian Gillespie):

- School District Information** (as of February 6, 2001):

Number of McClintock High School Students living south of US 60:

- Between McClintock and Price: 85 (24 freshmen, 18 sophomores, 18 juniors, 25 seniors)
- Between McClintock and Rural: 112 (32 freshmen, 33 sophomores, 23 juniors, 24 seniors)

Total number of students living south of US 60 attending McClintock High School north of US 60: 197

- How many of these students have bus service? 0

Number of McClintock High School Students living south of US 60:

- Between McClintock and Price, north of Baseline: 82
- Between McClintock and Price, south of Baseline: 3

Total number of students living south of US 60 attending Connolly Middle School north of US 60: 85

Elementary school children are discouraged by the school district to cross any arterial (major) street. The district will bus them, even if they live across the street from the school, so that there is no arterial street crossings by the children.

Number of students living in the Ward attendance area attending Curry: 61

These students are eligible to attend Bustoz, and would be enabled to attend school without crossing an arterial street if the bridge was in place.

- **School Access:** Shelly Tunis reported that there is more growth on the north side of the district with a need to get kids southbound.

There is school crowding in northern Tempe Elementary Schools, such as Thew School, so kids will have to shift south to fill less full schools such as Bustoz and Fuller Schools. The proposed bridge could assist the movement of the kids between the neighborhood schools.

Tempe Union Elementary School District rep, Don Wilkensen and Tempe Union High School Districts rep, Dale Despain:

- **School Safety:** Don Wilkensen and Dale Despain stated the Tempe Union School District does not have an official position on the bridge, however, any means that makes it safer for children to get to and from school is viewed as a positive.

Reed Kempton, Maricopa County Department of Transportation, Bicycle/Multi-Modal Planner

- **Accidents Along Arterials:** Reed Kempton showed in his presentation that most accidents (shown on map as dots for bicycles) are on arterial streets. Statistics have shown that a bike or multi-use pathway adjacent to a roadway is very dangerous.
- **Rules of the Road:** To safely reach their destinations, cyclists should follow a few basic Rules of the Road. Cyclists should obey all traffic signs, signals, and laws. They should ride on the right with the flow of traffic and use hand signals when turning. Lights should be used when riding in the dark. Arizona law requires headlight and rear reflectors.
- **Bicycle Safety Classes:** Children are taught bicycle safety at bicycle “rodeos,” at elementary schools, and through outreach programs like the Boy and Girl Scout programs.
- **Accidents:** Car-bike accidents account for about 17 percent of all bike accidents. The most common type of car-bike accidents result from cars turning into the path of cyclists. The majority of car-bike accidents involve college students and elementary school children. Cyclists riding on the sidewalk against the flow of traffic are three times more likely to be involved in a car-bike collision than a cyclist riding on the street with the flow of traffic. Multi-use paths adjacent to roadways are not recommended because of the dangers to cyclists from motorists crossing the path.

APPENDIX B

If the proposed bicycle/pedestrian bridge is built at Country Club Way & US 60, then the committee proposes the following directions and recommendations.

There was no consensus whether to build the bridge or not at this location.

Topic	Direction/Recommendation
1. Aesthetics (Bridge Design)	<ul style="list-style-type: none"> Involve neighborhood residents in bridge design. Mitigate visual impact & line of sight through landscaping, art & innovative bridge design.
2. Alternative Routes	<ul style="list-style-type: none"> None.
3. Crime	<ul style="list-style-type: none"> Police Department commits to monitor bridge and park as part of city standard patrol. <u>Consider</u> closing with gate bridge facility in concert with park hours.
4. Funding/Cost	<ul style="list-style-type: none"> Involve neighborhood residents in design and development of costs associated with bridge design, if it is built.
5. Linkage (Bike/Pedestrian, Neighborhoods, Parks)	<ul style="list-style-type: none"> None.
6. Need	<ul style="list-style-type: none"> None.
7. Neighborhood Traffic	<ul style="list-style-type: none"> Ensure no striping of bike lanes or widening of Country Club Way.
8. Noise	<ul style="list-style-type: none"> Ensure that bridge structure does not increase noise level in neighborhood. Evaluate breaching or non-breaching noise wall to determine best bridge design. Work with ADOT and City of Tempe Noise Consultant.
9. Park Impacts	<ul style="list-style-type: none"> If bridge goes forward ensure neighborhood involvement in any park modifications. Neighborhood residents shall define most important elements to their parks. Minimize ramp & path pavement impact in parks.
10. Safety	<ul style="list-style-type: none"> Ensure police department monitors bridge and park as part of city standard patrol. Provide residents with contact list for graffiti removal, transportation officials, police patrol, and P&R maintenance.

Topic	Direction/Recommendation
10. Safety (Cont.)	<ul style="list-style-type: none">▪ Ensure bridge design meets current ADA and bicycle/pedestrian design guidelines.▪ Ensure design encourages safe use. (Coordinate with CPTED.)
11. Schools	<ul style="list-style-type: none">▪ Ensure appropriate coordination with school district and school board.▪ Educate children on safe bicycling.▪ Continue & enhance outreach program for bicycle education and safety▪ Create marketing program to make bicycling cool for students.

APPENDIX C

PARTICIPANTS

Below are the committee members, city officials, and community representatives that participated in the December 11th public meeting, six committee meetings, and physical tour. The meetings were held December 2000 through March 2001 at Bustoz Elementary School cafeteria.

Committee Members:

1. John Estes
2. Mike Franjevic
3. Arnold Frautnick
4. Brian Gillespie
5. Bil Haas
6. Robert Herz
7. Tom Howell (Carol Howell)*
8. Nancy Jones (Chandra Chithaluru)*
9. Jim Knorr
10. Tim McFadden
11. Keith Morgan
12. James Sando
13. Rick Schuster (Linda Schuster)*
14. Shelly Tunis
15. Dave Wells (Rochelle Wells)*
16. Walt Whittard

Matt Burdick
 John Burg
 Rosemary Carney
 Gary Christensen
 Dewain & Sharol Cisney
 Wayne Colebank, Logan Simpson Design
 Carolyn & Rirlund Cooke
 Jean Copple
 Len Copple, Councilman
 Darrell & Sharon Cottle
 Kim Cridler
 Rose Crutcher
 Cynthia Dapper
 Luke Daur
 Don Davis
 Ken Davis, Fed. Hwy. Admin.
 Bob Decker, College Ave. Bridge Rep.
 Dale Despain, Tempe Union Elementary
 School District
 Brian Dille
 James E. Dodson
 Denney Eames
 Gary Ellefson
 Linda Estes
 Diane Frautnick
 David & Gigi Frazier
 Carolyn Frederick
 Jeanne & Bob Frenske
 Tom & Sharon Fritzemeyer
 Pat & Mikki Gallagher
 Jennifer Gillespie
 Carolyn Glassburn
 Bruce Goldthorpe
 Kimberly Gomez
 Bill & Barbara Griffor
 Hugh Hallman, Councilman
 Robert Herz
 Ken & Carol Hines
 June P. Hollingsworth

Other Attendees:

Mary Adelman
 Ynez Aguilar
 Floyd & Ione Aldrich
 Richard Allen
 Gerry Alvarado
 Shelly & Joe Arredondo
 Robin Arredondo-Savage
 Molly Arteaga
 Doug Banfelder
 Roger L. Bank
 Steve Bass, Trans. Comm.
 Richard Bietz
 Lois Boen
 Kevin Brown
 Mark Brown
 Tricia Brown
 Chris Bruce
 Jim Buchanan, Tempe HS Superintendent

* Alternate committee member. The City of Tempe Community Involvement Design document states that "Neighborhood representation is limited to one person per household or family at each meeting (members may alternate)."

PARTICIPANTS (Continued)***Other Attendees:*** (Cont.)

Catherine Hollow
Roy Hoyt, Tempe Bicycle Advisory
Committee
Bill Hughbanks
Bill Hughhenkl
Bill Jacobson
Clayton Jacoby
Lance James
Nancy Jones
Ed Jordon
Pete Joyce
Reed Kempton, MCDOT
Mel Kessler, Parks & Rec. Board
Dan Lance, ADOT
Donald Leavelle
Lucy Logan
Raymond & Laura Knorr
Ken & Carol Kwilosa
Raul & Mary Leyba
Todd Ligon, Entranco
Owen Lindauer
Robert E. Lofgren
Lucy Logan
Dick Lorance
Amanda Luecker, Entranco
Mary Ann Marcus
Lydiann McFadden
Essie & Jim McGlothlin
Roger Millar, OTAK
Jim & Jackie Miller
John Minett
Eleanor Mink
Robert A. Mitterz
Glenda Miwa
Keith Morgan
Jim & Jackie Noble
Rick Phillips
JB & Machele Pickens
Shane Platt
RD Pursell
Jonathan Reed, Tempe Bicycle Advisory
Committee
Bill Reif
Michael Reinert
Gretchen Reinhardt, Escalante
Neighborhood Representative
Bill & Nan Rerf
Bert S. Rice
Julian Ridenour
Floyd Roehrich, ADOT

Joe Salazar, ADOT
Cecilia Schall
Karen Schedler
Frank Schmuck
Kristy Smithers
Anna Steiner
Dunn Stoltzer
Fred & Phyllis Stone, Jr.
Lee Templar, Reporter,
The East Valley Tribune
JD Trebec
Paul Tremel
Roxanne & John Vitt
Richard L. Walbrecht
Gina Watson
Carole Whittard
Don Wilkensen, Tempe Union High School
District
Susan Wong
Ruth Yabes, Optimist Neighborhood
Maria Varek
Carl Yoshioka, Parks & Rec. Board
Tom Zirkl
Jennifer Zirkle

City of Tempe Staff:

Roger Austin, CPTED
Angel Carbajal, Tempe Police Department
Rex Gulbranson, Public Art Program
Manager
Howard Hargis, Public Works Manager
Eric Iwersen, Transit
Glenn Kephart, Deputy P.W. Manager
Lynne Lonergan, Transit
Amanda Nelson, Transit
Mary O'Connor, Transit
John Osgood, Transportation
Joel Plant, Tempe Police Department
Mark Richwine, City Parks & Recreation
Rafael Rodriguez, City Traffic Engineer
Elizabeth Thomas, Transit
Dave Walker, Transportation
Shauna Warner, Neighborhood Program
Robert Yabes, Senior Planner

Consultants:

Carrie Cohill
Lance Decker

APPENDIX D

LIST OF SUPPORTING DOCUMENTATION

Doc. No.	Subject	Date	Description	To	From	No. of Pgs.
AG-1	Agenda	Oct 25 00	Public Meeting Agenda Oct 25 00	Participants, public	City of Tempe	1
AG-2	Agenda	Dec 11 01	Public Meeting Agenda Dec 11 01	Participants, public	LL Decker & Assoc.	1
AG-3	Agenda	Jan 24 01	1 - Committee Meeting Agenda	Participants, public	LL Decker & Assoc.	1
AG-4	Agenda	Feb 03 01	Physical Tour Agenda	Participants	City of Tempe	1
AG-5	Agenda	Feb 12 01	2 - Committee Meeting Agenda	Participants, public	LL Decker & Assoc.	1
AG-6	Agenda	Feb 21 01	3 - Committee Meeting Agenda	Participants, public	LL Decker & Assoc.	1
AG-7	Agenda	Mar 07 01	4 - Committee Meeting Agenda	Participants, public	LL Decker & Assoc.	1
AG-8	Agenda	Mar 21 01	5 - Committee Meeting Agenda	Participants, public	LL Decker & Assoc.	1
AG-9	Agenda	Mar 28 01	6 - Committee Meeting Agenda	Participants, public	LL Decker & Assoc.	1
SI-1	Sign-In Sheet	Oct 25 00	Public Meeting Attendance	Participants, public	City of Tempe	1
SI-2	Sign-In Sheet	Dec 11 01	Public Meeting Attendance	Participants, public	LL Decker & Assoc.	6
SI-3	Sign-In Sheet	Jan 24 01	1 - Committee Meeting Attendance	Participants, public	LL Decker & Assoc.	2
SI-4	Sign-In Sheet	Feb 12 01	2 - Committee Meeting Attendance	Participants, public	LL Decker & Assoc.	?
SI-5	Sign-In Sheet	Feb 21 01	3 - Committee Meeting Attendance	Participants, public	LL Decker & Assoc.	2
SI-6	Sign-In Sheet	Mar 07 01	4 - Committee Meeting Attendance	Participants, public	LL Decker & Assoc.	3
SI-7	Sign-In Sheet	Mar 21 01	5 - Committee Meeting Attendance	Participants, public	LL Decker & Assoc.	4
SI-8	Sign-In Sheet	Mar 28 01	6 - Committee Meeting Attendance	Participants, public	LL Decker & Assoc.	2
MN-1	Meeting Notes	Oct 25 00	Public Meeting Mtg. Notes Oct 25 00	Participants, public	City of Tempe	7
MN-2	Meeting Notes	Dec 11 01	Public Meeting Mtg. Notes Dec 11 01	Participants, public	LL Decker & Assoc.	29
MN-3	Meeting Notes	Jan 02 01	Planning Meeting Mtg. Notes	City of Tempe	LL Decker & Assoc.	6
MN-4	Meeting Notes	Jan 02 01	Design Document	Participants, public	LL Decker & Assoc.	4
MN-5	Meeting Notes	Jan 24 01	1 - Committee Meeting Mtg. Notes	Participants, public	LL Decker & Assoc.	13
MN-6	Meeting Notes	Feb 03 01	Physical Tour Mtg. Notes	Participants, public	LL Decker & Assoc.	5
MN-7	Meeting Notes	Feb 12 01	2 - Committee Meeting Mtg. Notes	Participants, public	LL Decker & Assoc.	12
MN-8	Meeting Notes	Feb 21 01	3 - Committee Meeting Mtg. Notes	Participants, public	LL Decker & Assoc.	12
MN-9	Meeting Notes	Mar 07 01	4 - Committee Meeting Mtg. Notes	Participants, public	LL Decker & Assoc.	18
MN-10	Meeting Notes	Mar 21 01	5 - Committee Meeting Mtg. Notes	Participants, public	LL Decker & Assoc.	16
MN-11	Meeting Notes	Mar 28 01	6 - Committee Meeting Mtg. Notes	Participants, public	LL Decker & Assoc.	28
MN-12	Meeting Notes	Apr 26 01	Issue Map	Participants, public	LL Decker & Assoc.	25
AR-1	Alt Routes	Feb 07 01	Subcommittee #3 Meeting Notice	Committee & City staff	John Estes	2
AR-2	Alt Routes	Feb 11 01	ADA Evaluation & Dorsey Ln Alt.	City staff & LL Decker	Mike Franjevic	2
AR-3	Alt Routes	Feb 13 01	Dorsey Lane Alternative	Subcommittee #3	Mike Franjevic	1
AR-4	Alt Routes	Feb 21 01	Intersection numbers	Committee & City staff	Subcommittee #3	1
AR-5	Alt Routes	Feb 21 01	Traffic Engineer Analysis	Participants, public	Rafael Rodriguez, ADOT	2
AR-6	Alt Routes	Mar 28 01	Traffic Engineer Analysis Description	Participants, public	Rafael Rodriguez, ADOT	2
AR-7	Alt Routes	Mar 21 01	ADOT Architect Plans	Committee & City staff	ADOT	4
CR-1	Crime	Feb 02 01	Project Area Crime Statistics	Subcommittee #3	Joel Plant, TPD	8
SF-1A	Safety	Feb 21 01	MC Bicycle Safety Statistics	Participants, public	Reed Kempton, MCDOT	9
SF-1B	Safety	Feb 21 01	MC Bicycle Safety Statistics	Participants, public	Reed Kempton, MCDOT	28
SF-2A	Safety	Feb 21 01	City Accident Statistics	Participants, public	Dave Walker, Transp.	4
SF-2B	Safety	Feb 21 01	City Accident Statistics	Participants, public	Jim Knorr	4
SF-3	Safety	Mar 27 01	Safety fact vs. Safety fiction	City Council	Gretchen Reinhardt	1
SC-1	Schools	Jun 09 00	Tempe Elementary Schl Attendance Areas	Subcommittee #2	City of Tempe	1
SC-2	Schools	Feb 06 01	# of Elementary Schl Students by attendance area	Committee & City staff	Subcommittee #2	1
SC-3	Schools	Feb 21 01	# of Middle & High Schl Students by attendance area	Committee & City staff	Subcommittee #2	1
MD-1	Misc Docs	Dec 11 01	Tempe Neighborhood Program brochure	Participants, public	City of Tempe	2
MD-2	Misc Docs	Dec 11 01	Communicator's Check List	Participants, public	LL Decker & Assoc.	1
MD-3	Misc Docs	Mar 07 01	Consensus Quote	Participants, public	LL Decker & Assoc.	1
MD-4	Misc Docs	Mar 25 01	Draft of Pro/Con List re: bridge proposal	Committee Members	Rick Schuster	1

Doc. No.	Subject	Date	Description	To	From	No. of Pgs.
MD-6	Misc Docs	Apr 03 01	Volunteer to sit at table at Council Mtg	City staff & LL Decker	Mike Franjevic	1
OPP-1	Opposition	2000	Comment cards (4)	City of Tempe	Jay Watson, Geraldine Alvarado, Jim Dodson, unknown	1
OPP-2	Opposition	Oct 27 00	Pedestrian Public Bridge Public Meeting	Robert Yabes, City staff	Larry Hering	1
OPP-3	Opposition	Nov 6 00	Country Club Way Pedestrian Bridge Project	Mayor Neil Guiliano	Mary L. Klott	2
OPP-4	Opposition	Nov 7 00	Country Club Way Pedestrian Bridge Project	Mayor Neil Guiliano	Dewain and Sharol Cisney	1
OPP-5	Opposition	Nov 13 00	Proposed Pedestrian/bicycle bridge @ Rotary Park	Mayor & Councilmembers	Dewain and Sharol Cisney	2
OPP-6	Opposition	Dec 3 00	Pedestrian Bridge Proposal	Eric Iwerson, City staff	Janet Simon	1
OPP-7	Opposition	Dec 4 00	Pedestrian Bridge Proposal	Eric Iwerson, City staff	A.K. Lewis	1
OPP-8	Opposition	Dec 12 00	Petition to Oppose Country Club Way Pedestrian Bridge & Response	Mayor Neil Guiliano & City Council	Walt Whittard	4
OPP-9	Opposition	Mar 12 01	Citizens for Bicycle and Pedestrian Infrastructure	Participants, public, City Council	Frank Schmuck and 9 opponents	6
OPP-10	Opposition	Mar 21 01	Petition to Oppose Country Club Way Pedestrian Bridge Addendum	Mayor Neil Guiliano & City Council	Walt Whittard	1
OPP-11	Opposition	Mar 28 01	Safety issues - Opposition to Bridge	Participants, public	Linda Schuster	1
OPP-12	Opposition	Apr 03 01	Opposition to bridge want vs. need	Participants, public	Rick Schuster	1
OPP-13	Opposition	Apr 10 01	Opposition to bridge	Participants, public	Keith Morgan	2
SUP-1	Support	2000	Comment cards (2)	City of Tempe	Ruth Yabes & unknown	1
SUP-2	Support	Oct 25 00	Support for bridge	City of Tempe	Unknown	1
SUP-3	Support	Nov 15 00	Proposed Pedestrian bicycle bridge across US 60 at Country Club Way	Mayor Neil Guiliano & Eric Iwerson	Owen Lindauer	1
SUP-4	Support	Nov 15 00	Pedestrian bridge at Country Club Way	Mayor Neil Guiliano & Eric Iwerson	Reed Kempton, MCDOT	1
SUP-5	Support	Nov 16 00	Country Club Pedestrian Bridge	Mayor Neil Guiliano & Eric Iwerson	Jenny Lucier	1
SUP-6	Support	Nov 19 00	Construct bicycle / pedestrian bridges over the Superstition Freeway in between all arterial streets in Tempe	Mayor Neil Guiliano & City Council	Larry Sternbane	1
SUP-7	Support	Nov 21 00	Safety of pedestrian bridge over US 60 @ Country Club	Mayor Neil Guiliano & City Council	Robert Bogle	2
SUP-8	Support	Dec 2 00	Comments on Country Club Way pedestrian bridge proposal	Eric Iwerson, City staff	Chris & Darlene Bruce	1
SUP-9	Support	Dec 5 00	Advocating FOR the bike/Ped bridge on S CC Way	Mayor Neil Guiliano & City Council, City staff	Dick Lorange	1
SUP-10	Support	Dec 7 00	Bike & Ped. Crossing over I-60 - Escalante NA	Mayor Neil Guiliano & City Council	Gretchen Reinhardt	2
SUP-11	Support	Dec 11 00	Escalante Neighborhood Assn. support letter and bike map paths	Mayor Neil Guiliano & City Council	Gretchen Reinhardt	2
SUP-12	Support	Jan 23 01	Bicycle/pedestrian bridge	Eric Iwerson, City staff	Ruth Garrison	1
SUP-13	Support	Jan 24 01	Colonia Del Sur Homeowners Assn support letter	Eric Iwerson, City staff	Carol Howell, secretary	1
SUP-14	Support	Mar 7 01	Individual Recommendation to City Council	LL Decker & Assoc. & Participants	Mike Franjevic	5
SUP-15	Support	Mar 13 01	Point of agreement	Committee & Participants	Dave Wells	2
SUP-16	Support	Mar 21 01	Hudson Manor Neighborhood Assn. support letter and response	Mayor Neil Guiliano & City Council	James DeMars, Dan Mayer, Warren Edmond	2
SUP-17	Support	Mar 21 01	Support for bridge - safety reasons	Committee & Participants	Brian Gillespie	1
SUP-18	Support	Mar 21 01	Position statement on proposed bicycle / pedestrian bridge at US 60 and Country Club Way	Committee & Participants	Jonathan Reed, Tempe Bicycle Cmte	1
SUP-19	Support	Apr 06 01	Support for bridge	Committee & Participants	Tom Howell	1
SUP-20	Support	Apr 06 01	Support for bridge	Committee & Participants	Shelly Tunis	2
SUP-21	Support	Apr 09 01	Support for bridge	Committee & Participants	Shelly Tunis & 9 proponents	1
SUP-22	Support	Apr 09 01	Rebuttal to Opponent's Safety Claim	Committee & Participants	Jim Knorr	2
SUP-23	Support	Apr 09 01	Support for bridge	Committee & Participants	Shane Platt	1
SUP-24	Support	Apr 09 01	Support for proposed pedestrian/bicycle bridge over US 60 in the Country Club Way alignment	City Council	Jim Knorr	5

Doc. No.	Subject	Date	Description	To	From	No. of Pgs.
SUP-25	Support	Apr 10 01	Rebuttal to Citizen's for bicycle and Pedestrian Infrastructure document	Committee & Participants	Dave Wells	5
SUP-26	Support	Apr 16 01	Proponents document to counter oppositions "Citizens for Bicycle and Pedestrian Infrastructure"	Mayor Giuliano and Council members	David Wells	6
MC-1	Media Cvrge	Dec 14 01	Tempe residents split over bridge, <i>Arizona Republic</i>	Public	Bruno J. Navarro, reporter	1
MC-2	Media Cvrge	Mar 20 01	Tempe panel likely to OK walkers bridge over US 60, <i>East Valley Tribune</i>	Public	Le Templar, reporter	1
MC-3	Media Cvrge	Mar 22 01	Walking bridge plan hits crawl, <i>East Valley Tribune</i>	Public	Le Templar, reporter	1
MC-4	Media Cvrge	Apr 12 01	Tempe pedestrian bridge foes suggest alternate site, <i>East Valley Tribune</i>	Public	Le Templar, reporter	1
NSR-1	N'tl Studies / Research	May 1987	Trail's effect on property values and crime - Executive summary	Public	Seattle Engrg Dept Office for Planning	10
NSR-2	N'tl Studies / Research	1992	The Impacts of rail-trails - Executive summary	Public	US Dept of Interior	5
NSR-3	N'tl Studies / Research	Apr 13 92	Impact of trail on property values and crime	Public	Michelle Murphy, Sonoma State Univ.	23
NSR-4	N'tl Studies / Research	Mar 1995	Effects of greenways on property values and public safety - Exec Summary	Public	Colorado State Parks	7
NSR-5	N'tl Studies / Research	Sep 25 95	Property values related to multi-use trails	Public	David Smith with City & AZ state government agencies	91
NSR-6	N'tl Studies / Research	Oct 2 96	Economic impact of ghost town trail	Public	Indiana County parks	17
NSR-7	N'tl Studies / Research	May 1997	Economic benefits of rail-trails - Fact Sheet	Public	Rails to Trails Conservancy	2
NSR-8	N'tl Studies / Research	Jan 1998	Rail-trails and community sentiment	Public	Rails to Trails Conservancy	21
NSR-9	N'tl Studies / Research	Jan 1998	Rail-trails and safe communities	Public	Rails to Trails Conservancy	28
NSR-10	N'tl Studies / Research	Jul 6 98	Recreation trails, crime, and property values	Public	Brown County Planning Commission	8
NSR-11	N'tl Studies / Research	1999	Trail users study	Public	OH-KY-IN Regional Council of Govnmts	13
NSR-12	N'tl Studies / Research	Dec 4 00	Benefits of Trails and Greenways - Fact Sheet	Public	Trails and Greenways Clearinghouse	4
NSR-13	N'tl Studies / Research	Mar 26 01	Pedestrian deaths, "Street Sign", <i>The New Republic</i>	Public	Gregg Easterbrook	1
PH-1	Photos	Dec 11 01	Public Meeting photos	City of Tempe	LL Decker & Assoc.	21
PH-2	Photos	Feb 03 01	Physical Tour of Local Bridges	Committee Members	City of Tempe	19
PH-3	Photos	Feb 03 01	Local Bridge Design & Structure Mtrls	Committee Members	City of Tempe	2
PH-4	Photos	Feb 24 01	Committee Members in Process	City of Tempe	LL Decker & Assoc.	13
PDH-1	Prjct Dsc & Hstry	2000	1995 Bicycle Facilities Plan Update		City of Tempe	1
PDH-2	Prjct Dsc & Hstry	2000	General Plan 2020		City of Tempe	1
PDH-3	Prjct Dsc & Hstry	Jan 24 00	US 60 widening project	Mary Peters, Directorz	City of Tempe	2
PDH-4	Prjct Dsc & Hstry	Jan 25 00	Minutes of the Council Special Issue Review Session		City of Tempe	8
PDH-5	Prjct Dsc & Hstry	Dec 11 00	Description of Country Club Way Pedestrian Bridge Project		City of Tempe	1
PDH-6	Prjct Dsc & Hstry	2001	Presentation: Country Club Way & US 60 Bicycle/Pedestrian Bridge Proposal	Participants, public	City of Tempe	33
PDH-7	Prjct Dsc & Hstry	Feb 21 01	Project History	Participants, public	City of Tempe	1
PDH-8	Prjct Dsc & Hstry	Oct 11 00	Right-of-Way Map			
PDH-9	Prjct Dsc & Hstry	Oct 11 00	Right-of-Way Map			
PDH-10	Prjct Dsc & Hstry	Jan 29 01	Aerial map of proposed bridge area	Participants	City of Tempe	1
PDH-11	Prjct Dsc & Hstry	Jan 29 01	Aerial map of proposed bridge area - close-up 11"x17"	Participants	City of Tempe	1
PDH-12	Prjct Dsc & Hstry	Feb 16 01	Aerial map of proposed bridge area		City of Tempe	1
PDH-13	Prjct Dsc & Hstry	Feb 21 01	Proposed Bridge Area Map showing bikeways, schools & parks	Participants, public	City of Tempe	1

Hard copy of presentation by observer, Frank Schmuck, March 21, 2001

Citizens for Bicycle and Pedestrian Infrastructure



MAR 26 2001

Citizens for Bicycle and Pedestrian Infrastructure



March 20, 2001

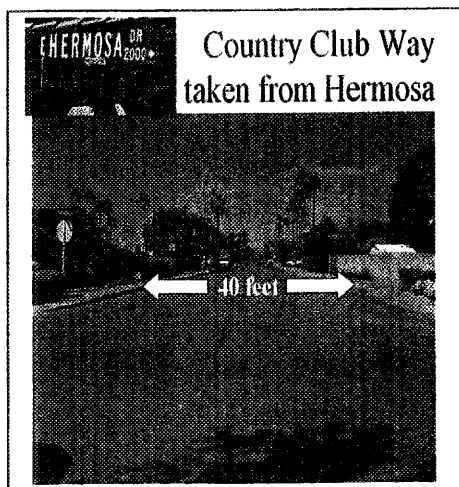
Mr. Lance Decker
L.L. Decker & Associates, Inc.
5135 North 41st Place
Phoenix, Arizona 85018-1664
(602) 957-9659

Mr. Decker,

The **Citizens for Bicycle and Pedestrian Infrastructure** are *firmly against* the combined City, State and Federal *spending of \$2.8 million* from taxpayers money to construct a *bicycle/pedestrian bridge* and renovate parks at *Country Club Way* during the upcoming US60 highway modification project for the following five reasons:

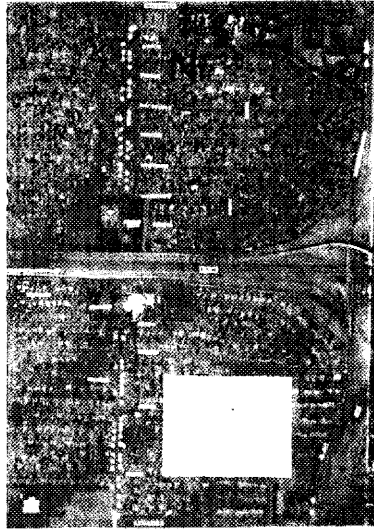
I. SAFETY

- *Country Club Way* is *35% narrower* in width than the current bicycle/pedestrian bridge at College Avenue.



- *Country Club Way* has **655% more potential traffic incursions** between Baseline and Southern *than the proposed alternate* route along the west side of the Price frontage road, which is within ½ mile of the Country Club Way location. It should also be noted that the proposed alternate route along the west side of *Price frontage road* has only *unidirectional traffic* versus *bi-directional traffic* on *Country Club Way*.

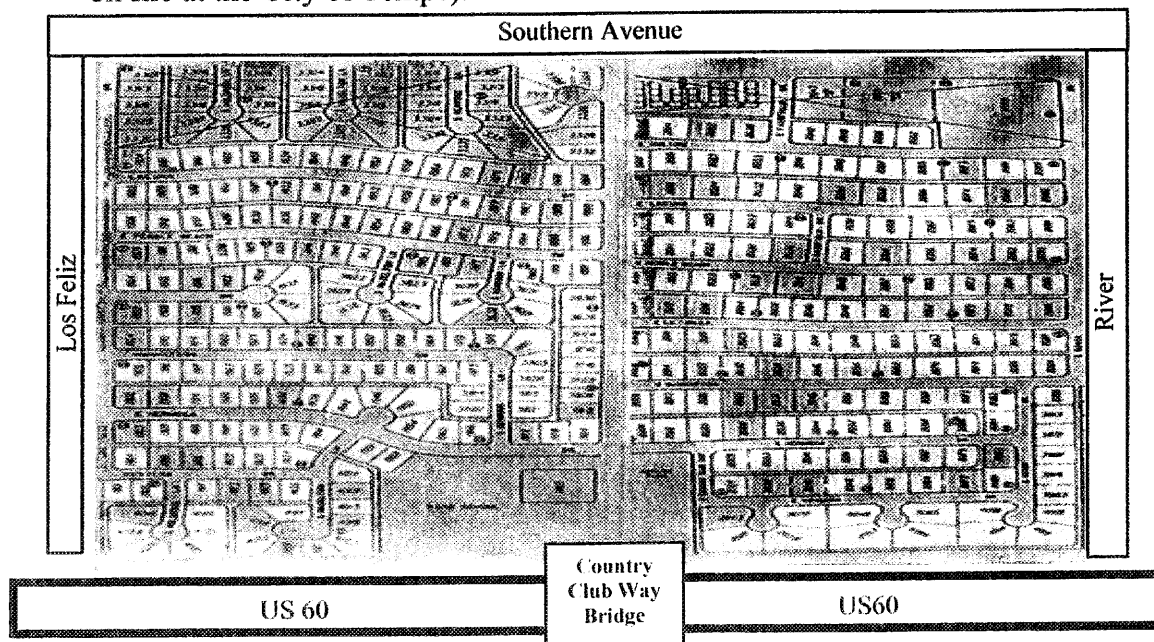
Price Frontage Road Alternative



- Price Road has fewer incursion potentials.
 - 11 potential street incursions along Price Road
 - 83 potential street incursions along on Country Club Way

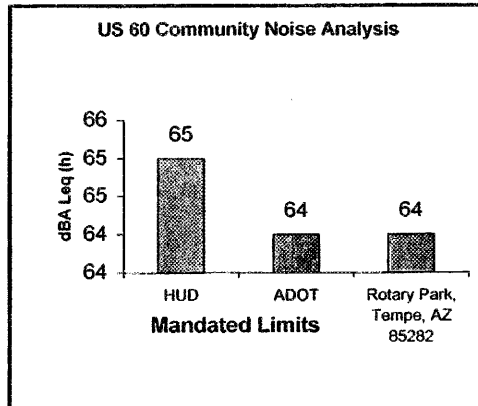
2. LOCATION

- Of the 341 homes near the proposed bridge at Country Club Way, *all are in favor of a safe bicycle pedestrian infrastructure*; however, **80%** of these homes *are against the construction of the bridge at the Country Club Way proposed location.* (Petitions are on file at the City of Tempe).

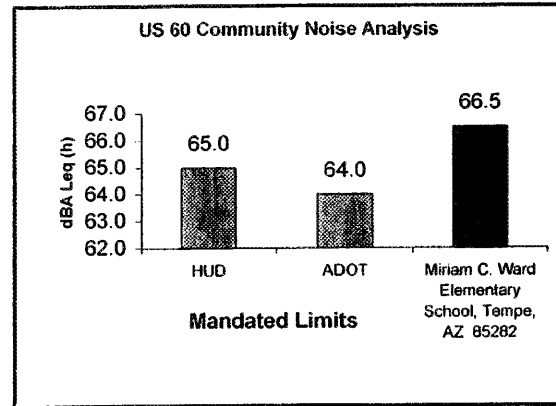


3. NOISE

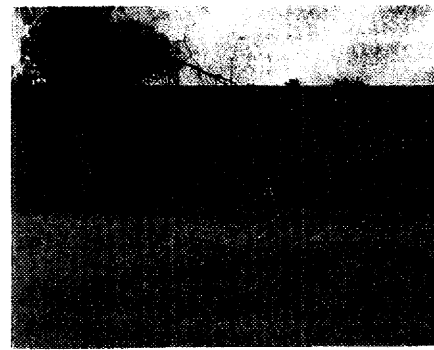
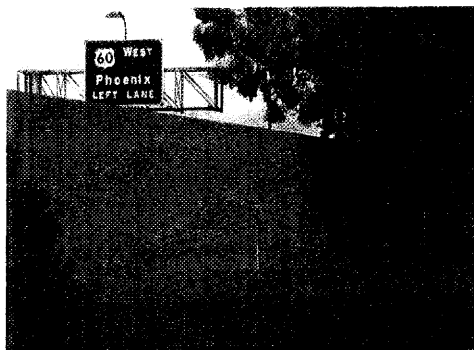
- Noise is a concern to the citizens of this area. The noise in this area *currently reaches and/or exceeds* the established state and federal limits.



July 14, 2000 06:18 am



July 13, 2000 12:00 pm



In the Country Club Way and US60 Bicycle/Pedestrian Bridge Project Proposal Committee Meeting #3 on Wednesday February 21, 2001 facilitated by L.L. Decker & Associates, Inc., Floyd Roerich, Professional Engineer, of Arizona Department of Transportation stated *the bridge structure will create a 3 dB increase for reflected noise.* (Reference Meeting Notes page 3). 3 dB is doubling of the sound energy.

- HIGHWAY TRAFFIC NOISE ANALYSIS AND ABATEMENT POLICY AND GUIDANCE by the U.S. Department of Transportation Federal Highway Administration Office of Environment and Planning Noise and Air Quality Branch Washington, D.C. June 1995 states, "Paragraph 772.9a is the major requirement for doing noise analyses on all Type I projects. However, this requirement includes the *evaluation of noise reduction benefits, abatement cost, and social, economic, and environmental (SEE) effects.* This evaluation requires a balancing by the State Highway Administration (SHA) of benefits versus disbenefits. This can be a difficult task because very little guidance exists on this topic...*The process of balancing noise abatement and the SEE effects of the mitigation is strongly influenced by the public involvement process. The people who live next to the highway project can best evaluate if the abatement benefits will outweigh the SEE effects.* The SHAs should not do this evaluation without public involvement. It is also important to remember

that noise abatement consideration should be an inherent project consideration that is not handled separately but is incorporated and considered in the total project development decision. **The views of the impacted residents will be a major consideration in reaching a decision on the reasonableness of abatement measures to be provided.** The views of the impacted residents should be a major consideration in determining the reasonableness of traffic noise abatement measures for proposed highway construction projects. The views should be determined and addressed during the environmental phase of project development. **The will and desires of the general public should be an important factor in dealing with the overall problems of highway traffic noise.** SHAs should incorporate traffic noise consideration in their on-going activities for public involvement in the highway program, i.e., the ***residents' views on the desirability and acceptability*** of abatement need to be reexamined periodically during project development.”

4. **NEIGHBORHOOD**

- The proposed Country Club Way Bicycle/ Pedestrian bridge is ***contrary*** to the City of Tempe’s newly established “***Neighborhood Advisory Commission***” charged “***to propose and/or make recommendations...on specific programs that are designed to build on neighborhood strengths as well as to prevent the decline of neighborhoods.***”
- Homes were purchased in the neighborhood because of limited access to the area. (i.e. large cul-de-sac.) **The proposed Bicycle and Pedestrian Bridge creates an unnecessary new access and egress** thereby defeating the cul-de-sac principle.
- The proposed project defeats the neighborhood park concept established some 30 years ago. This concept focused on building neighborhood parks associated with each elementary or middle school. Tempe has 47 parks. Two of these parks are community parks (Kiwanis and Tempe Beach) and **45 are neighborhood parks**. There is **no eminent need** to connect/combine Rotary and Cole Parks.

5. **COST**

- \$2.8 million from Federal, State, and City of Tempe funds are projected to be spent on a bridge at Country Club Way including park renovation with ***little to no identified or supported need.***
 - The City of Tempe School District ***attendance areas do NOT require the use of a bridge at this location.***
 - There are parks in each of the neighborhoods north and south of the US60 at Country Club Way.

Citizens for Bicycle and Pedestrian Infrastructure *highly recommends* \$2.8 million of the taxpayers combined city, state and federal funds be spent *enhancing existing bridges crossing the US60 for benefit of all citizens.*

Respectfully,

John Estes, Committee member

Arnold Frautnick, Committee member

Robert Herz, Committee member

Tim McFadden, Committee member

Keith Morgan, Committee member

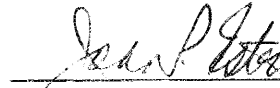

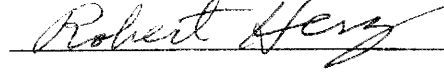
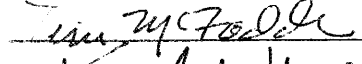
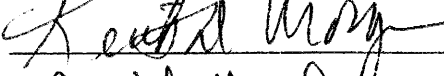
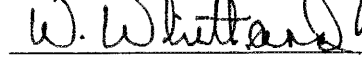
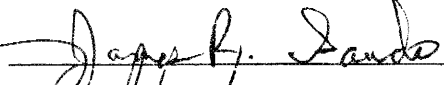
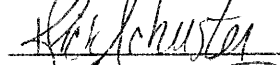


Walt Whittard, Committee member

Jim Sando, Committee member

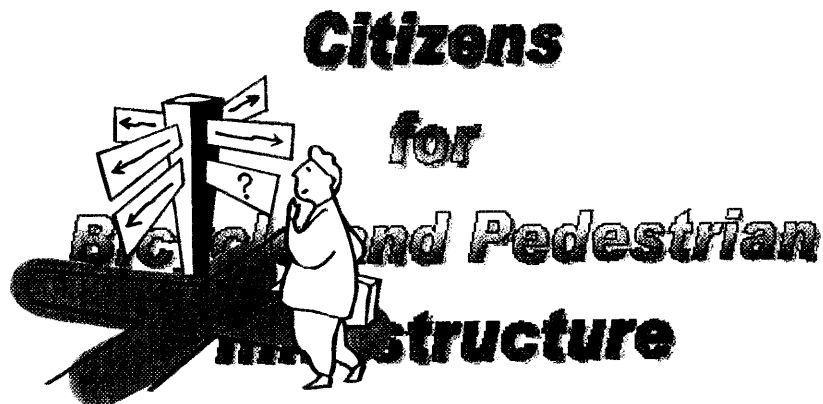
Rick Schuster, Committee member

Linda Schuster, Observer/ Alternate Committee member

Frank Schmuck, Consultant

CC: Mr. Neil Giulliano, City of Tempe Mayor
City of Tempe Council
Ms. Mary Peters, Director, Arizona Department of Transportation
Mr. John Carlson, Executive Assistant/Transportation, Arizona Governor's Office
The Honorable Laura Knaperek, District 27 State Legislator
The Honorable Meg Cahill, District 27 State Legislator
Mr. Robert E. Hollis, Federal Highway Administration
Mr. Floyd Roerich, PE, Arizona Department of Transportation



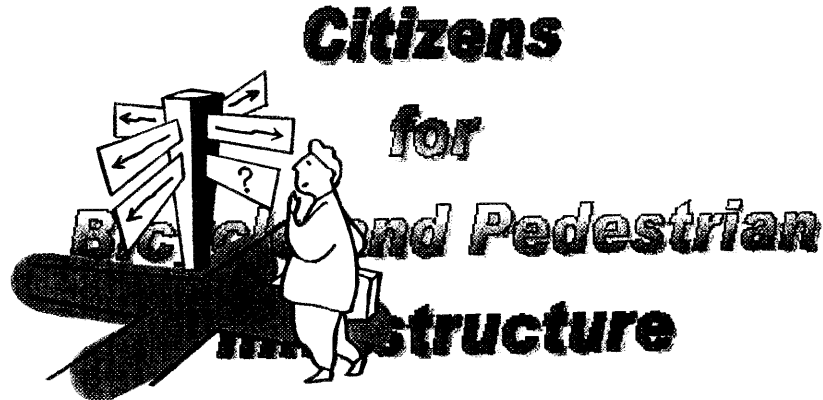
Don't be confused by their name...
The Country Club Way
Bicycle/Pedestrian Bridge IS the
needed Infrastructure!

Help make Tempe a child, pedestrian, disability and cycling friendly community!

Those opposing the bridge have circulated a document supposedly substantiating their views. Their analysis has substantial flaws. Research conducted jointly by the Neighborhood Committee plainly contradicts their findings. Since each of us has spent well in excess of 20 hours reviewing the Bicycle/Pedestrian Bridge Proposal during the course of our meetings on alternate Wednesdays from January through March, we felt it appropriate to respond to their report. Graphics have been taken from their report with overlays added to illustrate problems with their analysis. We have sought to accurately summarize their positions.

This response is submitted on behalf of those on the neighborhood committee who **SUPPORT THE BUILDING OF THE COUNTRY CLUB WAY BICYCLE/ PEDESTRIAN BRIDGE.**

Respectfully developed by Dave Wells on behalf of fellow committee members:
Mike Franjevic, Chandra Chithaluru, Nancy Jones*, Brian Gillespie, Bil Haas, Tom Howell, Jim Knorr, Shelly Tunis, and Rochelle Wells* (*alternate members--spouses on committee)



**Don't be confused by their name...
The Country Club Way
Bicycle/Pedestrian Bridge IS the
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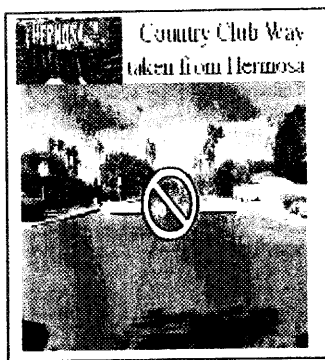
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They said residential street width mattered.



Don't be misled by the visual distortion in terms of how width is depicted in the photographs.

ACTUAL FACT: Country Club Way is a safe bicycle route!
When there's little or no traffic, the width of the street is irrelevant.

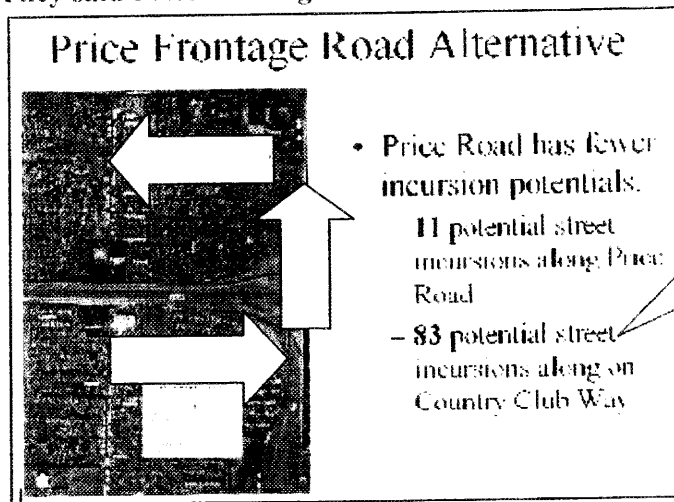
Based on counts provided by the City of Tempe (from Dave Walker's presentation):

- Country Club Way has an estimated 1,000 car trips per day between US 60 and Southern and probably a similar amount between US 60 and Baseline. (3/1/84)
- McClintock has an estimated 52,000 car trips per day between Baseline and US 60 and an estimated 45,000 car trips per day between Southern and US 60 (2/12/00 and 4/26/00).
- Price Road next to the neighborhood has approximately 19,000* car trips per day between Southern and Baseline (9/29/98). *This figure is based on taking the actual estimate and dividing by two due to Price being split by the 101 freeway. Note: traffic has probably lessened on Price with the continued expansion of the 101 freeway, but 1998 is the latest estimate the city of Tempe has.

In addition, residential streets have much lower traffic speeds, providing drivers much more time to react to bicyclists.

- The posted speed limit is 25 mph on Country Club Way.
- The posted speed limit is 45 mph on Price Road, although traffic sometimes goes significantly faster than the posted speed limit.

They said Price Frontage Road was a safer alternative.

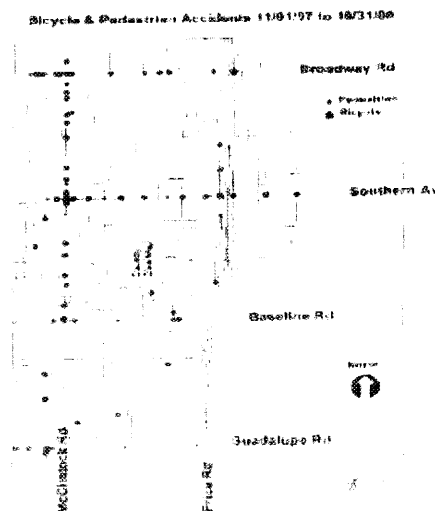


If these "potential street incursions" were relevant, why would we ever feel safe having children bicycling on residential streets?

ACTUAL FACT: Price Road "Alternative" fails to encourage alternative transportation options and is LESS SAFE:

- Price Frontage Road Alternative requires cyclists, pedestrians--including those with disabilities to go 1 mile out of their way in order to cross the freeway.
- For a recreational bicyclist going up to 4 miles to a destination (the kind of cyclist we'd like to develop), this adds 25 percent to the length of the journey.
- For a Pedestrian walking 3 miles per hour, this adds 20 minutes to their trip EACH way.
- Although the proposed alternative Price bikeway ends at Malibu, we can expect that by encouraging cyclists to go against traffic that the multi-use path would lead to many cyclists then continuing to go against traffic along the side walk. So even if the path is relatively safe (although likely to be infrequently used), its existence encourages cyclists to continue on in a manner that leads to the highest rate of accidents (going against traffic on a sidewalk).

Actual accident patterns in the area shown below--38% involved children.



They said the neighborhood opposes the bridge:

Of the 341 homes near the proposed bridge on Country Club Way, all are in favor of a safe bicycle pedestrian infrastructure. 75% of these homes are against the construction of the bridge at the Country Club Way proposed location. (See the petitions on file at the City of Tempe.)



ACTUAL FACT: Petitions do not fairly represent the views of the neighborhood.

We admire the dedication of those collecting petition signatures and recognize their use as a political tool, but this petition is not a valid indicator of opposition.

- Petitions were circulated with the intent of documenting opposition. Based on the experience of those we know who have been petitioned, petition carriers have misrepresented the impact of the bridge on the neighborhood in an effort to persuade people to sign. Many of those we know who did sign the petition have changed their position when presented with more accurate information.
- If, in fact, 75% opposed the bridge project, why does our purely volunteer committee have a 50-50 split? The Committee was formed after the December 11 meeting at Bustoz Elementary School. Having already circulated petitions, those in opposition were far better organized going into that meeting than those who favored the bridge proposal. Yet at the end of that meeting, when volunteers were asked to come forward to be on the Community Review Committee, we emerged with a 50-50 split, even though no one inside the immediate neighborhood was turned away and some who favored the bridge but lived outside the immediate neighborhood were told they could attend, but not be on the committee.
- Furthermore, neighborhood households with children under 18 living at home were significantly under represented on the committee. Even though their families stand to benefit from the bridge, parents of young children typically either lack time or need to find child care, so we shouldn't be surprised that their involvement was minimal. While those on the committee supporting the bridge included some parents with children under 18 living at home, only 1 parent had young children. No one opposing the bridge on the committee mentioned having children under 18 living at home during our discussions.
- We have appreciated the decorum that both sides have shown within these committee meetings. However, we are troubled by the manner in which this petition has been circulated. While together we spent hours evaluating impacts related to safety, noise and crime, those opposing the project have continued to circulate petitions under a guise of objectivity, while resorting to a one-sided view of the project that plainly is refuted by the evidence the committee uncovered.



Overall, those who signed the petition were not given a fair opportunity to consider that the bridge will

- Improve safety, especially for children.
- Link Tempe through an alternative transportation network, especially useful for children and those with disabilities along with cyclists.
- Not increase crime.
- Add no discernible noise to the neighborhood.

***Help make Tempe a child, pedestrian, disability and cycling friendly community,
support the building of the Country Club Way Bicycle/Pedestrian Bridge!***